THE North-China Herald.

VOL. VIII., No. 406. SHANGHAI, SATURDAY, MAY 8, 1858. PRICE, TAELS 15 ℔ ANNUM.

INTIMATIONS.

NOTICE.

ALL Parties having Claims against, or being indebted to the Insolvent Estate of BOHSTEDT & Co. of Shanghae, are requested to send the particulars thereof to the undersigned on or before the *15th day of September*, 1858.

By Order of the Judge Commissioner,
J. F. H. TRAUTMANN,
Assignee.
12se Shanghae, 4th March, 1858.

NOTIFICATION.

Consulat de France à Changhaï et Ningpo.
Le 18 *Février* 1858.

LES créanciers de la maison BOHSTEDT & Co., dont la faillite a été légalement déclarée par son chef M. JULIUS BOHSTEDT à Changhaï, sont invités à déposer leurs titres et réclamations, entre les mains de M. J. F. H. TRAUTMANN, nommé par le Consul de S. M. I., syndic de la dite faillite.

Le Chancelier,
B. EDAN.

NOTICES OF FIRMS.

NOTICE.

THE undersigned has this day established himself as *Auctioneer & General Commission Agent* at this Port.

BARNES DALLAS.
tf Shanghai, 1st May, 1858.

NOTICE.

MR. JOSEPH PRIESTLEY TATE is authorised to sign our Firm.

JAS. BOWMAN & Co.
23oc Shanghae, 23d April, 1858.

NOTICE.

MR. AARON MOSES GUBBAY has been admitted a Partner in our firm at Shanghae.

DAVID SASSOON, SONS & Co.
15my Hongkong, 12th April, 1858.

NOTICE.

THE interest and responsibility of Mr. BENJ: A. WARDELL, in the firm of WARDELL, HEDGE & Co., ceased on the *31st of Jany. last*; all the outstanding accounts will be settled by the remaining partners, who will continue the business under the style of HEDGE & Co.

WARDELL, HEDGE & Co.
26ju Foochow, April 15th, 1858.

NOTICE.

THE business of the undersigned as a Merchant at this place will in future be carried on under the style of JAMES MACDONALD & Co.

JAMES MACDONALD.
Shanghai, 12th April, 1858.

WITH reference to the above Mr. ALEXANDER CUSHNY is appointed Agent for our Firm at this Port.

JAMES MACDONALD & Co.
17jy Shanghai, 12th April, 1858.

NOTICE.

MR. H. M. M. GRAY is authorised to sign our firm.

SMITH, KENNEDY & Co.
tf Shanghai, 30th March, 1858.

NOTICE.

THE Business hitherto conducted by the undersigned will hereafter be under the firm of D. DE BARROS & Co.

D. DE BARROS.
tf Shanghai, 31st March, 1858.

NOTICE.

THE undersigned have formed a Partnership and Established themselves in business at Hong-kue, as HYDRAULIC and MECHANICAL ENGINEERS, SHIPWRIGHTS, BOAT BUILDERS, &c., &c.

COPPERSMITH'S and BLACKSMITH'S WORK, and BRASS CASTINGS, promptly executed.

Residence near the United States Consulate.

PINDER & CLARK.
tf Shanghai, 3d March, 1858.

~~NOTICE.~~

~~MR. JOHN FRANCIS CARTER is authorized to sign my name per procuration.~~

~~WM. BROUGHALL.~~
~~tf Shanghai, 1st March, 1858.~~

NOTICE.

THE Interest and Responsibility of Mr. ROBERT S. STURGIS, Mr. EDWARD CUNNINGHAM, and Mr. DANIEL N. SPOONER, in our House, *ceased on the 31st December last.*

Mr. N. M. BECKWITH, and Mr. THOMAS WALSH, have been admitted Partners this day.

RUSSELL & Co.
tf China, 1st January, 1858.

NOTICE.

WE have this day established ourselves under the Style or Firm of PICKENPACK, THIES & Co., for the transaction of a *General Commission Business* at the Port of BANGKOK, SIAM.

All outstanding Business of either of us, will be taken over by the new Firm.

PAUL PICKENPACK,
THEODOR THIES.
26jn Bangkok, 1st January, 1858.

NOTICE.

THE interest and responsibility of Mr. FREDERICK JOHN BESLEY in our firm ceased, and Mr. HERMAN OPPERT was admitted a Partner in the same from this date. Our business henceforth will be carried on under the style of OPPERT & Co.

BESLEY, OPPERT & Co.
tf Shanghai, 1st January, 1858.

NOTICE.

MR. WILLIAM ADAMSON and Mr. HENRY WILLIAM WOOD, are authorised to sign for the BORNEO COMPANY, Limited.

JOHN HARVEY,
Director.
tf Singapore, 2nd November, 1857.

NOTICES OF FIRMS.

NOTICE.

PENDING the existing troubles at CANTON, the undersigned has established himself at this Port, as *Merchant, and General Commission Agent.*

S. ROBERTSON.
tf Macao, 21st September, 1857.

NOTICE.

THE Business hitherto carried on by the Undersigned under the style of TRAUTMANN & Co. is hereby declared closed.

All outstanding business will be taken charge of by Messrs. HARKORT & Co.

J. F. H. TRAUTMANN.
Shanghae, 30th June, 1857.

NOTICE.

WE have removed our establishment from CANTON to SHANGHAE, and have admitted Mr. J. F. H. TRAUTMANN a Partner in our firm from this day.

HARKORT & Co.
tf Shanghae, 1st July, 1857.

~~NOTICE.~~

~~THE undersigned beg to give notice that they have established a Branch of their Business, as *Watchmakers & General Storekeepers*, at Foochow foo, where the Business will be conducted by Mr. KUPFERSCHMID.~~

~~KUPFERSCHMID & DATO.~~
~~tf Shanghai, August, 25th, 1856.~~

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.
-16 Shanghai, 13th February, 1857.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.
Shanghae, 1855.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(*Established* 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy*, the *Straits, Ceylon*, the *Presidencies of India, Suez*, and *England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

R. S. WALKER, *Hongkong.*
M. FISCHER, *Canton.*
E. WARDEN, *Shanghai.*
T. MARSHALL, *Singapore.*
A. P. LOVELL, *Calcutta.*
ROBERT FRANCK. *Madras*, or
JOHN RITCHIE. *Bombay.*

JAMES HARTLEY & Co.
London, 24th December, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium*, ¾ *per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken: any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st August, 1850.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.
Trustees:
JOHN SHAW LEIGH, Esq.
JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against FIRE on the usual terms to the extent of £10,000 on any one Building or its contents. Attention is directed to the fact that the Policies of this Company are NOT SUSPENDED in the event of invasion or insurrection.

G. C. SCHWABE & Co.,
Agents for Shanghai.
Shanghae, 10th July, 1856.

FOR SALE.

TO BE SOLD.

THE fine teak built Barque "*NIMROD*," 234 Tons Register and of large carrying capacity, now lying off the Shanghae *Dock-yard.*

She is in every respect a desirable Vessel, not only for accommodating Chinese Passengers, but having a spar Deck would be useful for a Receiving Ship or as a Hospital.

She can be sent to Sea immediately.

Any further information respecting her, and the terms of sale, &c., may be obtained on application to

DAVID SASSOON, SONS & Co.
tf Shanghae, 30th April, 1858.

EX "EXCELSIOR."

TO BE SOLD the following WINES:
STEINWINE.
KLINGELBERGER.
LIEBFRAUMILCH.
SPARKLING HOCK.
ZELLER ROTHER, (a red wine).
JOHANNISBERGH.

Apply to
G. H. STYAN.
tf Shanghai, 24th April, 1858.

BOOKS ON SALE.

AT H. FOGG & Co.

	price per copy.
WILLIAMS' Dictionary of the Chinese language, ...	$7.00
Do. Commercial Guide, ...	3.00
The same with map of China,	3.50
Do. Map of China, Mounted, ...	2.00
Do. " " Pocket, ...	1.00

tf Shanghai, 7th April, 1858.

FOR SALE.

YSASI & Co.'s Best PALE SHERRY.

ALSO,

Superior PORT and SHERRY in 3 doz. Cases just received.

MONCREIFF, GROVE & Co.
tf Shanghai, 1st February, 1858.

FOR SALE.

ENGLISH patent yellow Metal SHEATHING from 16 *a* 32 oz., and NAILS.

English Copper SHEATHING from 22 *a* 32 oz., and NAILS.

ALSO,

Prime Hoth's Russian CORDAGE assorted sizes. Apply to

WM. PUSTAU & Co.
tf Shanghai, 22d January 1858.

FOR SALE.

TATHAM'S Sherry.
Port.
Claret,
and Champagne.

Also a few cases of London Stout, *Bass & Co.'s* Pale Ale, and 30 doz. fine Champagne Perry.

NOTT & Co.
tf Shanghai, 11th March, 1858.

FOR SALE EX "PRIDE OF THE OCEAN" AND "ABDUL MEDJID."

GIESLER'S CHAMPAGNE,	in 1 doz.	Cases.
Do. Pale SHERRY,	in 2 doz.	do.
Old PORT, ...	in 3 doz.	do.
Old SHERRY, ...	in 3 doz.	do.
La Rose CLARET, ...	in 3 doz.	do.

Apply to
SMITH, KENNEDY & Co.
tf Shanghae, 16th December, 1857.

FOR SALE.

BEST English Steam COAL, apply to
E. WARDEN.
tf Shanghai, 17th September, 1857.

WORKS ON SALE.

At the London Mission Printing Office,
SHANGHAE.

TO be had also at the Office of the *North-China Herald*—

Medhurst's STATE and PROSPECTS of CHINA, ...	$ 2:00
FOKIEN or AMOY DICTIONARY, 1 vol. 4to., ...	10:00
CHINESE and ENGLISH DICTIONARY, 2 vols. 8vo., ...	10:00
ENGLISH and CHINESE DICTIONARY, 2 vols. 8vo., ...	10:00
ENGLISH and JAPANESE VOCABULARY, 1 vol. 8vo., ...	2:00
COREAN and ENGLISH VOCABULARY, 1 vol. 8vo., ...	2:00
FORMOSAN and ENGLISH VOCABULARY, 1 vol. 12mo., ...	1:00
NOTICES on CHINESE GRAMMAR, 1 vol. 8vo., ...	1:00
ANCIENT CHINA, 1 vol. 8vo., ...	2:00
THEOLOGY of the CHINESE, ...	1:50
On the true meaning of the word *SHIN*, or "SPIRIT,"	0:50
GLANCE at the INTERIOR of CHINA, ...	1:00
The Chinaman abroad, or a Desultory Account of the MALAYAN ARCHIPELAGO, by *Ong-t'hae-hae*,	0:50
On the SILK MANUFACTURE, and CULTIVATION of the MULBERRY, ...	0:75
General Description of SHANGHAE and its Environs, ...	1:00
NARRATIVE of a MISSION to the JEWS at Kae-fung Foo, ...	0:50
FAC-SIMILES of 4 ancient Hebrew Manuscripts, from the Synagogue at Kae-fung Foo, ...	1:00
NOTIONS of the CHINESE concerning GOD and SPIRITS, ...	2:00
GRAMMAR of the SHANGHAE DIALECT, ...	2:00
MEMOIRS of the Life and Labours of Dr. MORRISON, ...	3:00
CHINESE PHONETIC VOCABULARY,—1 Rupee each, or 3 copies for	1:00
MANCHU TARTAR GRAMMAR, Translated from the Chinese, ...	2:00
Thom's CHINESE SPEAKER, ...	2:00
Esop's FABLES, in Chinese and English, ...	2:00
J. Edkins' GRAMMAR of the Mandarin Colloquial Dialect of the Chinese language, ...	2:00

FOR SALE.

RECEIVED PER OCTOBER OVERLAND MAIL.

A CHOICE assortment of MILLINERY and WINTER GOODS; French Boots and SHOES; Baby LINEN, TOYS, &c., &c.

Chez. MADAME WRIGHT,
Magasin des Modes.
Barrier Road,
tf Shanghai, 10th December, 1857.

FOR SALE.

SUPERIOR CLARET	in 1 doz. Cases.
HOCK	" "
SAUTERNE	in 2 doz. "
CHAMPAGNE	" "
SELTZER-WATER.	

Also—SHERRY and PORT WINES, in Wood and Bottled.

GEORGE THORBURN.
tf Shanghai, 17th March, 1857.

FOR SALE.

AT the Coal Dépôt of the undersigned—Best *Labuan* and *English* COALS.

LINDSAY & Co.
Shanghae, November, 1855.

HOUSES & LAND.

TO BE SOLD,

A very fine BILLIARD TABLE, new Cloth, with Cues, Marking-board, complete. On view on the premises of

GEO: WM: HOGG & Co.
tf Shanghae, April 30th, 1858.

FOR SALE AT FOOCHOW.

THE HOUSE and LAND, formerly the Property of Messrs. WETMORE & Co., and now of P. F. RICHARDS & Co. The Premises are in a good locality for the transaction of business with the Chinese, they have a water frontage and are in the principal thoroughfare from the City to the Foreign Settlement.

For particulars apply to

Messrs. GILMAN & Co., *Foochow.*
or Messrs. P. F. RICHARDS & Co.
tf Shanghai, 14th April, 1858.

VALUABLE HOUSE PROPERTY AT HONGKONG FOR SALE.

ALL that piece or parcel of GROUND with THREE DWELLING HOUSES erected thereon, known by the name of "ALMACK PLACE" bounded on the North by Wellington Street, on the West by Aberdeen Street, on the South by Gage Street and on the East by two closes of land registered in the Land Office as Nos. 11 and 97 and containing in the whole 18,798 square feet, and registered in the Land Office as No. 13. The property is situated in the centre of the city and is held for the residue of a term of 999 years commencing on the 23d of April, 1844, at an annual ground rent of £42.12.6.

For further particulars, apply at the *North-China Herald* Office, Shanghai.

tf Hongkong, 19th March, 1858.

TO LET.

THE whole of the PREMISES in *Church Street*, occupied by the undersigned, to whom apply

ROBT. A. BRINE.
tf Shanghai, 3d June, 1857.

TO BE LET.

THE Dwelling HOUSE and GODOWNS, at present occupied by Messrs. DALLAS & Co.

Apply to
SAML. BROWN.
tf Shanghai, 1st March, 1858.

MISCELLANEOUS.

MR. THOMAS L. WALKER,
ARCHITECT & SURVEYOR,
QUEEN'S ROAD, VICTORIA, HONGKONG.
June 24th, 1856.

~~KUPFERSCHMID & DATO,~~
~~CHRONOMETER,~~
~~WATCH AND CLOCK-MAKERS AND GENERAL STORE-KEEPERS.~~
~~*Church Street, corner of Bates-court Lane.*~~
~~*SHANGHAE.*~~

~~CHRONOMETERS CAREFULLY RATED BY TRANSIT OBSERVATIONS; CHRONOMETERS AND NAUTICAL INSTRUMENTS CLEANED, REPAIRED, AND ADJUSTED.~~

McKENZIE & CO.,
Ship Chandlers, Storekeepers,
General Agents and Provisioners.
NEAR THE FRENCH CONSULATE
SHANGHAI.

H. FOGG & CO.,
SHIP CHANDLERS, STOREKEEPERS,
GENERAL AGENTS, AND AUCTIONEERS.
SHANGHAE.

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

F. PEARSON,
General Store-Keeper,
CLOSE TO THE U. S. CONSULATE,
HONG-QUE,

ALL descriptions of Seamen's CLOTHING, CUTLERY, &c. Superior FRENCH BRANDY, GIN, WINES, CORDIALS, &c.

WHOLESALE,

MANILA CORDAGE of all sizes; MANILA CHEROOTS and COFFEE; COPPER and COPPER NAILS;

On moderate terms.

MISCELLANEOUS.

WANTED.

A SITUATION in a Mercantile House by a young gentleman thoroughly acquainted with the routine of Office business.

Address "Co.," *North-China Herald* Office.
tf Shanghai, 16th January, 1858.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.

The terms are,

For Private Room, ...	Tls. 2.0.0	a day.
" Officers do.	" 1.5.0	"
" General Wards, ...	" 1.0.0	"

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
MR. NEWMAN, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary.

tf Shanghai, July 17th, 1857.

H. EVANS,
Bread and Biscuit Baker, Cook and Confectioner.
SHIPS' BREAD KILN-DRIED.
N.B.—Wedding Cakes, Muffins and Crumpets, Luncheon and Wine Biscuits, Pic-Nic Pies.

UNION HOTEL & RESTAURANT.
PROPRIETORS
EVANS, SUTTON & Co.
N.B.—Private Quoit Ground and Bowling Green.
Premises opposite to the British Consulate.

RICHARDS & CO.,
Ship Chandlers & General Commission Agents,
SHANGHAE,
ESTABLISHED IN 1844.
SHIPPING SUPPLIED WITH FRESH PROVISIONS,
SEA STORES, BISCUIT, BAKERY, AND LIVE STOCK,
&c., &c., &c.

E. A. REYNOLDS,
Superintendent of the Dry Dock,
AND HEAVING DOWN HULKS
"*WILLIAM THE FOURTH.*"
AND
"*SOUNDARY.*"
All Orders for Carpenter's, Caulker's, Blacksmith's, Coppersmith's and Brazier's Work, promptly attended to.

CONSTANTLY ON HAND AND FOR SALE,

TAR, Pitch, Oakum, American White Oak, and Pine Planks, Spars, and Ships' Timber.

Copper, and Metal Sheathing, Bolts, Spikes, and Nails.

Boiler Plates from 1/8th *a* 9/16th, Sheet and Bar Iron, Anchors, Chains, Hawse-Pipes, Shackles, Hooks, Thimbles, Clew-Irons, Marline-Spikes, Screw-Bolts, Spikes, and Nails of all sizes.

Manila, Hemp and Coir Cordage, Cotton and Flax Canvas, and Twine.

Winches, Fire Engines and Force Pumps, for sale and on hire.

DRY DOCK, HONG-QUE,
July 18th, 1857.

ALGAR & STREET,
Colonial Newspaper & Commission Agents.
THE COLONIAL PRESS
SUPPLIED WITH
NEWSPAPERS, BOOKS, TYPE, INK, PRESSES, CORRESPONDENT'S LETTERS,
AND ANY EUROPEAN GOODS,
ON LONDON TERMS.

COLONIAL NEWSPAPERS received at this Office are regularly filed for the inspection of Advertisers and the Public.

11, Clement's Lane,
Lombard Street, London.

APPETITE AND DIGESTION IMPROVED

LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.

Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, LEA & PERRINS, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by CROSSE & BLACKWELL, and other Oilmen and Merchants, London.

ADVERTISEMENT.

R. T. PRITCHETT, RIFLE, GUN, AND SWORD MANUFACTURER to Her Majesty's War Department and the Hon. East India Company, begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. PRITCHETT is manufactured on the premises, and every RIFLE is bored, rifled, and shot under his personal superintendence. For both large or small bore the PRITCHETT BULLET, as adopted by H. M. Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the manufacture of SWORDS also, great attention is paid, the most efficient proof of strength and spring being applied, a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery in the presence of the purchaser, before made up.

86, St. James's-street London.

NEW ADVERTISEMENTS.

CIRCULAR.

THE P. & O. S. N. Company's Steam-ship *Formosa*, Captain D. G. MUNRO, will be despatched from Shanghai, on *Friday, the 14th May, at day-light*, with Her Majesty's Mails, for conveyance to Europe *viâ* Hongkong, and Amoy.

She will have room for 2,000 Bales of SILK for Ports beyond Suez.

CARGO will be received on board up to 5 P.M. of *Wednesday, the 12th May*, and PARCELS at this Office until *Noon* of the same day.

E. WARDEN, *Agent.*

P. & O. S. N. Co.'s Office,
Shanghai, 3d May, 1858.

THE LIVERPOOL AND LONDON FIRE & LIFE INSURANCE COMPANY.

Established in 1836, with a Paid-up Capital of SIXTY-SEVEN THOUSAND FIVE HUNDRED POUNDS,

Has now Accumulated Funds Invested to an Amount

EXCEEDING ONE MILLION STERLING.

BLENKIN, RAWSON & Co.,
Agents for Shanghai & Foochow.

29my Shanghai, 4th May, 1858.

THE LIVERPOOL AND LONDON FIRE & LIFE INSURANCE COMPANY'S

INVESTED FUNDS EXCEED ONE MILLION STERLING.

1856.		1857.		1857.
£		£		£
222,000	Fire Premiums	289,000	Increase	67,000
72,780	Life	110,900	Increase	38,000
17,338	Life Annuities	27,000	Increase	9,600
820,000	Accumulated Funds	1,088,000	Increase	268,000

Prospectuses and Forms of Proposal to be had on application.

The Income of the Company now exceeds £150,000 a Year.

BLENKIN, RAWSON & Co.,
Agents for Shanghai & Foochow.

29my Shanghai, 4th May, 1858.

THE LIVERPOOL AND LONDON FIRE & LIFE INSURANCE COMPANY.

Established 1836.

INVESTED FUNDS, ONE MILLION STERLING.

THE Premiums received on Fire Insurances in the year 1857 amounted to upwards of £289,000. Insurances are effected, at home and abroad, on Property of every description—the Premiums are moderate, the settlement of claims liberal and prompt. The Losses in 1857 were £165,000, and the sums paid in settlement of Losses exceed One Million sterling.

BLENKIN, RAWSON & Co.,
Agents for Shanghai & Foochow.

29my Shanghai, 4th May, 1858.

THE LIVERPOOL AND LONDON FIRE & LIFE INSURANCE COMPANY.

Established 1836.

INVESTED FUNDS, ONE MILLION STERLING.

LIFE Insurance in all its branches. The sum insured by Policies issued in 1857 was £502,000; the Premiums thereon, £16,215 15*s.* 6*d.*; the total revenue from Premiums, £110,900. In addition to the foregoing, £26,995 17*s.* 7*d.* was received in purchase of Annuities. The Income of the Company is now upwards of £450,000 a Year. Prospectuses may be had on application, and attention is specially invited to the system of Guaranteed Bonuses.

BLENKIN, RAWSON & Co.,
Agents for Shanghai & Foochow.

29my Shanghai, 4th May, 1858

FOR SALE.

MAPS of INDIA
City of Delhi.
" Lucknow.
" Cawnpore.
Do. CHINA
Canton River.
Plan of Shanghai.
In Books and Sheets.

HALL & HOLTZ.

tf Shanghai, 7th May, 1858.

THE
North-China Herald.

SHANGHAI, SATURDAY, MAY 8 1858.

NOTICE.—The hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 4 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. WRIGHT, the *Sexton.*

JOHN HOBSON, *Chaplain.*

NOTICE.—PUBLIC WORSHIP is held in the LONDON MISSION CHAPEL, every Sunday, at half-past nine A.M., and at six P.M.

NOTICE.—DIVINE SERVICE is held in the Chapel of the American Episcopal Mission at *Hoong Kow*, every Sunday Evening at Half-past Seven.

NOTICE TO CORRESPONDENTS.

No communications can be received, unless accompanied by the real name and address of the author, which will be kept private if desired.

We reserve to ourselves the prerogative of refusing, without comment, such articles as we may not be disposed to admit.

LATEST DATES.

England,	Mar. 9	Singapore,	April 14
Bombay,	April 1	Hongkong,	April 27
Calcutta,	—	New York,	—
Galle,	April 6		

COMPARISON OF OBSERVATIONS,

taken by

A SELF REGISTERING THERMOMETER

in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

	Ending 7th May, 1858.	*Ending 7th May, 1857.*	
1,	In consequence of an accident the range of the Thermometer for the past week cannot, at present, be given with accuracy.	*Max.* 68	*Min.* 55
2.		" 75	" 67
3,		" 80	" 67
4.		" 78	" 69
5.		" 82	" 70
6,		" 70	" 60
7,		" 68	" 58

To be continued weekly.

LATEST QUOTATIONS.

(Friday Evening.)

EXCHANGE.—No business.

OPIUM,
Market quiet.

Malwa, *New*..............Tls. 470 } Shanghai
Patna, ... " 550 } weight

LATEST SHIPPING INTELLIGENCE.

DEPARTURE.—May 7th, *Cairnsmore*, (Br. sh.), 1085, Bragg, for Hongkong.

PASSENGERS.

ARRIVED.—Per *Formosa* from Hongkong, Messrs. Bush, Wheatley, Renihead, and Dow; from Amoy, Mrs. Boyd, and Mr. Lecompte.

◆

UNTIL the *Sampson* brought the news which we publish in another part of our paper the embarrassing position in which Lord Elgin must have found himself did not probably occur to any of us. On one hand the Chinese to treat with, or coerce, as the case may be, on the other the intrusive intervention of neutrals holding aloof from "entangling alliances" but eagerly watching to share the advantages to be gained by the measures of the allies. Unsupported by a force to enable him to carry out his designs, we see him obliged to remain inactive at the entrance of the river for ten days, whilst the French fleet was being augmented by the arrival of more useful vessels for the purpose than the British, and then on the arrival of the Admiral without the expected gun-boats, to have to change his policy and forward his letter to Peking without advancing any further for the present, whereas, it cannot be doubted that his first intention was to lead the way to Tien-tsin supported by a fleet of gun-boats sufficiently numerous to make resistance hopeless and not only to inspire dread into the minds of the Chinese, but to give the British that prominence, contrasted with the other powers, to which their naval force in these waters fairly entitles them.

With a people like the Chinese, with whom so much may be effected by moral pressure, this disparity of force in favor of the French would be injurious to our prestige, while it is always humiliating for England to depend upon France for political results to be derived from naval operations.

The six days of grace would expire on the day after the *Sampson* left. We believe the Forts at Ta ku will have to be taken, which can be done by the force already there. If *Nimrod* and *Cormorant* succeeded in getting over the bar they, with *Slaney*, *Coromandel*, and the ship's boats in tow, can proceed to Tientsin, and the five gun-boats that left here on the 4th and 5th would follow close upon them, keeping up the effect and making the Chinese wonder when it would end.

The more decided and severe the treatment is which we may be compelled to administer to the Chinese in the vicinity of the Capital the better is our chance of a satisfactory Treaty, and in carrying out this policy we have mainly to depend upon the intelligence and enterprise of those conducting naval operations.

When it was decided that the Gun-boats were to come to the north from Hongkong, they should have been hurried up with all possible expedition which does not appear to have been the case, and when the Plenipotentiary came to Shanghai to arrange his plans according to circumstances, he should have been well informed at what time an efficient force would be at his disposal, to put them in execution. It is to be regretted that his lordship proceeded to the Pei-ho before he was so supported.

By this time the die is cast, if hostilities be the *ultima ratio*, all will doubtless come right and we shall not deplore any mistakes that led to it, seeing that the results to be obtained by coercion will be more advantageous and lasting than those we should gain by diplomacy alone.

PURSUING the subject of "Freedom of access to every part of the Empire of China," we are not prepared to say that free access to the interior would enable foreigners to purchase Tea and Silk on more favorable terms than at present; possibly the reverse might for some time be the case, for there would then be no risk of loss in sending money into the country, and consequently larger amounts would be sent up at the beginning of the season for investment in the new crops. Foreign and native buyers would be brought into direct competition, and the producers would only be too ready to take advantage of this, and demand extreme prices, which they would probably obtain. They know that money sent into the country for investment would not willingly be taken back again, so would quietly "bide their time" and by tiring out the patience of buyers, force them to give in to their terms. Foreigners would, however, obtain information on which reliance could be placed, regarding the probable out-turn of the new crops, and be able to ascertain the actual duties levied at the different inland Custom-houses through which Tea and Silk pass on their way to the shipping ports.

Prices of Tea would no longer be forced up at the commencement of the season by fabulous accounts of short crops, whether caused by unfavorable weather, or from the country people being unable to gather the young leaves owing to the presence of the rebels in the country. Accounts would no longer be sent home, one month of imaginary short supplies, to be contradicted the next, and shortly afterwards to be followed by excessive shipments. Heavy losses to shippers and importers would be avoided, and generally our export trade would be put on a firmer and more secure basis. Other articles besides Tea and Silk would probably be found which could be exported with some margin for profit, although the long voyage, and consequent comparatively high rate of freight tell materially against the shipment of any bulky articles of small value. Drugs, dyes, &c., such as Rhubarb, Turmeric, Cassia, Gall-nuts, Beeswax, Vegetable Tallow, &c., are all produced in the country in unlimited quantity, and could probably be procured at much lower prices than are now asked.

The precious metals also abound in the country, and China might be found to rival Mexico in the production of Silver, and California and Australia in Gold.

The free navigation of the Yang-tze keang, would throw open to foreign commerce the important town of Han-kow, which is the grand depôt for manufactured goods, and where the Shensee men, and other traders come annually to make their purchases for the supply of the Northern provinces. Han-kow is situated on the banks of the Yang-tze immediately opposite Ou-tchang the capital of the province of Hoopih (or Oopack according to the Canton pronunciation) and having Han-yang another important commercial town also close to it. M. Huc describes "these three towns," placed in a triangle opposite each other, and "forming the heart which gives to China all its prodigious commercial activity." Formerly the number of the inhabitants in them was estimated at 8 millions, but as they have suffered from the rebel movements, having been taken and re-taken more than once, during the last few years, they have now doubtless lost much of their former trade, and may no longer be entitled to hold the high rank assigned them by M. Huc, who says "no one, without seeing these three towns, can form any idea of the activity and immensity of the interior trade of China." "We have said that Han-kow is in some manner the general entrepôt of the eighteen provinces, it is there in fact that all the goods are bought and sold, which supply the commerce of the interior. There is not perhaps in the world a town more favorably situated, or surrounded by nature with greater advantages. Situated in the centre of the Empire, it is nearly surrounded by the Yang-tze, which brings it into direct communication with the provinces of the East, and West. This river describing two curves, to the right and left, when at some distance from Han-kow, brings the large trading junks to the Po-yang, and Thoun Ting lakes which are like two inland seas. A number of rivers which flow into these lakes, enable the goods brought from Han-kow to be sent in small boats, through the southern provinces. Towards the north, the natural communications are less easy, but gigantic and ingenious works supply their place."

As Han-kow is situated some 600 miles up the Yang-tze, it is not probable that vessels could take up their cargoes direct, but employment would be found for numbers of small river steamers, by which goods could be sent up in 15 to 20 days.

Passing between Hunan and Hoopih, the Yang-tze enters the province of Szechuen, the largest and most fertile in the Empire, the crops of one year, being according to the Chinese saying, more than sufficient for the consumption of ten years. Besides producing Teas of fine quality, Rhubarb, Indigo, &c., are also in cultivation, and from its proximity to Yunan the metals and minerals from that province could be easily procured. Indian cotton meets with a fair demand in Hoopih and Szechuen where it is used for making the wadded dresses worn by the natives in winter. The direct communication with the Oopack Tea districts whence we get our supplies of the finest description of Congous would be thrown open, and the Teas instead of being sent by a circuitous route *viâ* Hangchow, (being transhipped several times and carried over the hills by coolies, whereby the chests get much broken,) would be put on board boats at once, and brought down to Soochow without any transhipment. The heavy duties by the Hangchow route would be avoided, which last year amounted to 11 Tls. per pecul, whilst in former years the whole expense of bringing down Teas by way of Hankow was only 1 Tl. per pecul. The occupation of Nanking by the rebels has closed this route for some years, and so long as they remain there, the free navigation of the Yang-tze would be of little use, unless measures are taken to prevent them interfering with the trade. What to do with them is a difficult question but on this Lord Elgin is doubtless fully instructed. They do not now merit recognition as a political or religious body of any importance, as for the last four or five years their presence in Nanking has only increased the disorganization of the neighbouring provinces.

We see little prospect of Mr. Meadows' glowing vision being realized when, by their instrumentality, the Bible shall take the place of the classics, and become the text book at the literary examinations, thus opening up an easy way for the Christianizing of China. Politically and religiously they have proved failures and even these most enthusiastic admirers must give them up, and admit that the only way to deal with them is to cut them down as mere "cumberers of the ground."

By the throwing open of the Coast trade, we refer more particularly to that between this port and the Northern provinces, to the South it is already free. During the last few years the trade from Shanghai and Ningpo, to Amoy and Singapore has been carried on almost exclusively in foreign vessels, of which a good many are now owned by Fokien men, who find it for their interest to employ them, as they perform the voyages in much shorter time than their own junks, besides which they can protect themselves from risk of loss, by getting insurance effected on them and are more secure against pirates. The Shantung men are also desirous to employ them, and if allowed by their own authorities, we should probably in a short time find the tribute rice for the North sent up in foreign vessels instead of junks. The quantity of rice required from this province and Chekiang is 2,400,000 peculs, but only 6-10ths or 1,500,000 peculs are sent the equivalent of the remaining 4-10ths being taken in silver at the rate of 7,990 cash per bag of 125 catties. In 1851 about 3,000 junks were employed in the Shantung trade averaging from 100 *a* 250 tons, by them the Rice is sent to Tientsin, government paying a freight of 4 mace per pecul, on discharging which they proceed to Shantung, and bring down Peas, Oil cake, Oil, &c., for this port and Ningpo.

We have more to say about the Coast trade and navigation of the rivers which we must defer until next week.

REPORTS are again current about the movements of the rebels, it is said they have taken Ku-chau in Che-kiang and will probably remain there during the summer as they have carried off with them some 2,000 women from Changshan. At Hangchow, the mandarins and people are still in fear of their marching on that place and some of the latter are leaving it.

A native correspondent, on his way to Peking, writes from Tan-yang on the 29th ulto., that before reaching Chang-chow, he found the Grand Canal so crowded with troop boats on their way to Hangchow, that he had to steer into a small stream to avoid extortions from the soldiers. Four thousand troops were said to have passed on. He states from report, that twelve of the gates of Nanking are surrounded by the Imperialists, and there are more than a hundred camps within a distance of two or three *le* from the city wall. Only one gate is left open, by which the rebels have free communication with the Yang-tsze-keang, the way being thus clear to Kwang-se. The greater part of the city of Chin-keang is burnt down, and although the poorer portion of the inhabitants are returning, not one of the wealthy have ventured back. The more opulent of these are stated to be worth from three to five millions of taels, and the secondary, one or two millions, being all engaged in the salt trade. When the city was first taken by the rebels, these people had already left the place, and now, while the Imperial troops are in the neighbourhood, they do not deem it safe to return.

THE Chinese steamer *Confucius*, R. S. Gough, Commander, returned to port on Wednesday last. She has been again to Sha-tou on the south side of the promontory of Shantung, on her arrival there the mandarins informed Capt. Gough that two lorchas had been there, pirating. He put to sea in search, fell in with them, and fought for an hour and a half when, his ammunition failing, he returned to Sha-tou and got some Chinese powder. He then came out and found them waiting for him, but the powder being unfit for use, he was obliged, after an engagement of half an hour, to make for this port for a fresh supply. The pirates hoisted English colors. It is much to be regretted that Capt. Gough did not communicate the circumstance to the Gun-boats which he saw passing out of the river as the *Confucius* came in; they would have rendered a satisfactory account of the scoundrels, we have no doubt.

The *Confucius* and the steamer *Paoushun* leave this morning to look after the Pirates.

ON Monday the *Fury*, with Gun-boats *Leven* and *Staunch* in tow, and on Tuesday the *Hesper*, with Gun-boats *Firm*, *Opossum*, and *Bustard* in company, left the harbour, and departed from Woosung on the following days for the Gulf of Pecheli.

The *Surprise*, H. M. Sc.-st.-vessel is ordered to proceed to the gulf, if H. M.'s Consul at Ningpo can spare her, and that, we have no doubt, he can do. A lorcha or schooner, with a few Blue jackets and guns, would afford all the protection required at that port.

The French Government have chartered the steamer *Rémi*; we believe she will be employed in the conveyance of provisions and stores from Shanghai to the French squadron in the north. She leaves on her first trip to-morrow morning.

As the *Confucius* was coming up the river on Wednesday last, rounding a point about half way between Woosung and Shanghai, she ran into the river-steamer *Pioneer*, cut her down and damaged her so much that she sunk before there was time to haul her ashore; no lives were lost, a passenger jumped overboard and was picked up by a boat sent from the *Confucius* to her assistance.

The Taoutai will, of course pay liberally for the loss which the enterprising owner of the *Pioneer* suffers by this event. The amount would be scarcely missed from the *Cornu-copiæ* from which pleasure yachts and sundry other official superfluities are lavishly paid for and supported.

MANY an hour we have spent lately, puzzling our brain in vain endeavors to arrive at a satisfactory conclusion regarding the best means to be adopted for increasing the consumption of manufactured goods in China, and in our paper of last week we ventured to say that a reduction of the inland duties would tend materially to bring about that desirable result.

Still pondering on the subject we were sitting "wrapt in thought" when the following proclamation was put into our hand, over which we carelessly glanced till we were startled into new life by reading "Hereafter then Long Cloths, &c., will enjoy a more extensive consumption"—*Eureka* we cried, the grand mystery is at last solved, for who can know better than the dealers in our manufactures, how to increase the consumption of them.

Carefully rubbing our glasses, we sat down and attentively reperused the document, from which we learned that money being required for repairing the embankments at *Paoushun*, permission had been granted to take the amount from the Shanghai contributions towards the support of the troops, provided it was repaid by contributions on Long Cloths, &c. The "Heads of the merchants are therefore called upon to make the necessary arrangements in accordance with justice—and after careful examination they come to the conclusion that although Long Cloth, Woollens, and Camlets are brought by foreign vessels to Shanghai, it may be settled that they shall pay subscriptions, the payment of which will in no manner interfere with the interests of foreign merchants"—now, we thought, we are going to be enlightened on the subject, and with our attention fully excited we read on, and learned that after paying an Import duty of 12 *a* 15 per cent, our Long Cloths had further to pay a "monthly subscription" both in the city and the suburbs, a subscription at Soochow, and an additional subscription on being sent into another province!!!

The merchants further suggest, that as some inconvenience is experienced in collecting the duties at so many different Custom-houses, it will save trouble to have the whole collected in Shanghai at once; so in future, goods consumed on the spot will not only have to pay the "monthly subscription" but also the additional amounts, as if they had been sent to Soochow and exported from the province.

Here, we exclaimed, is a new admission for Lord Elgin to take hold of; if four different duties are levied in this province, how many will there be before the goods get into the hands of the consumers in the other provinces? This fully accounts for the slow increase in the consumption of our Imports, for how can we compete with native manufactures, when our Long Cloths are so heavily taxed, but to our surprize we found, that by some incomprehensible mode of reasoning, the "minds of the merchants" had arrived at a diametrically opposite conclusion, for after stating that the duties will not be again increased, they assume as a self evident fact that "Hereafter then Long Cloths, &c., will enjoy a more extensive consumption." It is an old saying that everything in China is the reverse of what it is in Europe, and now we have another instance, for we are told that in China at all events, increased duties, cause increased consumption.

This appears to be a substantial revival of the similar attempt of last year, and, we hear the scheme is promoted by the very men who endeavoured to carry that out. We shall watch the working of it and so, of course, will the treaty Consuls.

PROCLAMATION.

See, *Intendant of the Soochow, Sunkeang, and Taetsang circuit, issues the following proclamation:—*

I received a despatch from the Commissioner of Finances at Soochow as follows:—

"Money may be taken from the Shanghae "subscriptions for the purpose of putting in order "the river embankments in the Paoushan district; but as these subscriptions are paid for the "purpose of supplying the troops in the field with "pay and provisions, it will be necessary to take "measures to make good whatever sums are "drawn out of this military fund for repairing "the embankments; and you will therefore regulate accordingly the different subscriptions "on Longcloths, woolleus, camlets, &c,"

I, the intendant, immediately on receipt of the above despatch, ordered an officer in concert with the Shanghae magistrate to select men from the different bodies of merchants to take the project of the Commissioner of Finances under careful consideration, and in accordance with justice make the necessary arrangements.

These officers and the heads of the merchants have now addressed me as follows:—

"We find on examination that although longcloth, woollens and camlets are brought by "foreign vessels to Shanghae, still after being "purchased by Chinese merchants, it may be "settled, that they shall pay subscriptions the "payments of which will in no manner interfere "with the interests of the foreign merchants.

"Hitherto at Soochow longcloths, &c., have "paid subscriptions; at Shanghae longcloths, "&c., both in the city and suburbs have also "paid monthly subscriptions; and longcloths, "&c., exported to other provinces have likewise "paid subscriptions per piece. Now if subscriptions are to be paid at different places as "formerly it will be impossible to avoid that "considerable troubles arise in collecting them; "and we have therefore come to the opinion that "the subscriptions paid at Soochow, at Shanghae, "and on longcloths, &c., going out of port, should "all be abolished; and that the longcloths, &c., "purchased by Chinese merchants at Shanghae "shall at that place pay in all three candareens "of silver per piece.

"With respect to other merchandize which "enters the port from Kwangtung, Fuhkien, and "foreign countries, and which is purchased by "Chinese merchants, such should pay subscriptions according to their value.

"By the above arrangements many troubles "will be prevented, while the mercantile people "will be assisted, and the supplies for the military "will be increased. The subscription on merchandize which will be transported from Shanghae to Soochow, and merchandize conveyed out "of port to other provinces will not again be increased: thus having compassion for the interests of the merchants without having caused "at the same time injury to any one. Hereafter "then longcloths, &c., will enjoy a more extensive consumption."

Besides ordering the officers and the heads of the merchants to draw up regulations for guidance, to establish an office, and to select the period for the commencement of the paying of the subscriptions, it is now my duty to issue this proclamation to you the merchants trading in long cloths, woolens, camlets, &c., for your guidance.

As you have requested the abolition of the payments of the old subscriptions at Soochow and other places; and the establishment of an office at Shanghae, where you will hereafter pay the subscriptions by one payment; and as such will be beneficial to the merchants, I now therefore make known that hereafter, on merchandize conveyed from Shanghae to Soochow and on merchandize exported to other provinces, the subscription sum shall not be increased beyond that now fixed of three candareens; so that by this measure trade may still more extend and the supplies for the army may be better relied upon. Do not view this measure alone and not act up to it! Let all yield obedience! Do not disobey! Special proclamation.

30th April, 1858.

We observe the American Consulate Flag has taken another flight and is now perched on the top of the staff of Messrs. Richards & Co., ever *going a head;* whereas the British Flag has been *flying* for years on its staff and does not get any further. John Bull is proverbially *slow.*

The mails of 25th of February and 9th of March arrived on Sunday last the 2nd instant, per P. & O. S. N. Company's Steam-ship *Formosa*, Capt. D. G. Munro, and were delivered in the evening.

The latest dates are, London 9th March *viâ* Marseiles,—Bombay 1st,—Galle 6th,—Singapore 14th,—Hongkong 27th ulto.

The mail arrived in Hongkong on the 24th per *Pottinger*, Capt. Curling.

Passengers.—Per *Pottinger*, on 24th April.—Captain Porter, Messrs. Elliott, R.N., O'Brien, R.N., Ward, R.N., Blake, R.N., Roberts, R.N., Rogers, R.N., Skey, Groom, Watson, Norris, Wheatley, Maclean, Houston, Le Grand, and Reynaud, Mr. and Mrs. Strachan, Mr. and Mrs. Dinier, Staff-Surgeon Dane, Mrs. Dane, and 2 children, Bishop of Biblois, Colonel Crawford, Sr. J. Almeida Crespo, Rev. Mr. Joralmon, and Mrs. Joralmon.

This mail brings news of the change of Ministry in England consequent on the defeat of the Government on the conspiracy bill on the 19th of April. The telegram, of 18th idem, which had been received in Bombay announcing that event, was therefore an anticipation of the fact, as we presumed it to be.—Parliament was adjourned to the 12th of March.—Orsini and his accomplices in the attempt to assassinate the Emperor of the French have been found guilty and sentenced to death.

The state of the money market continued favorable. First class bills were readily discounted at 2½ per cent. There was a little more demand for money and capital was finding employment more readily.

The E. I. Company's rate of exchange was unaltered being 2*s*. 2*d*. on Calcutta and Madras and 2*s*. 2½*d*. on Bombay at which only a small amount had been drawn.

Bullion.—Per *Colombo*, from Southampton, on the 20th of February,—

For Hongkong, Silver,	£77,318
Shanghai, "	£20,220

The exact amount per *Indus*, on the 4th of March does not appear as usual; the *Overland Mail* and *Home News* merely state £17,670 for China and the Straits.

Bar Silver 5/1⅞ per oz. standard.

Consols, 96¼ *a* 96⅜ for money.

Passengers.—Per P. & O. S. N. Company's Steamers, from Southampton. To leave on 20th March. For Hongkong—Lieuts. D. Walker, C. Mitchell, J. Darling, J. Creasey, H. L. Perceval, H. Faulkes, and M. A. S. Hare; Commanders, Campion, R. B. Pearse, G. Mead, and J. E. Commerel; Messrs. Rawlins, Woodward, Halton, and Mr. and Mrs. Odell. On 4th April—Mr. J. B. Deacon.

SHIPPING INTELLIGENCE.

(Since our last Report.)

Arrived.—From Shanghai, at Gravesend, Feb. 17th, *Blackburn*; at Liverpool, Feb. 19th, *Nora Bella*.

Departures.—For Shanghai, from London, Mar. 4th, *Challenger*; from Liverpool, Feb. 19th, *Branch*; 24th, *Stornoway*.

Passed Anjer.—From Shanghai for London, Mar. 3d, *Anglo Saxon*, and *Mary Ann Wilson*. For St. Petersburgh, Mar. 15th, *Cæsarovitsch*.

Latest dates in England from China 15th Jany.
Received, *viâ* Marseilles ....on 26th Feby.
viâ Southampton ..on 5th March.

Passengers per P. & O. S. N. Company's steamer from Hongkong,—

Per *Pekin*, on 23d April.—For Singapore,—Messrs. Velge, A. Connolly, G. T. Siemssen, and A. Schultze; for Bombay,—Messrs. H. H. Isaac and E. Soolaman; for Alexandria,—Messrs. J. Tait, E. Oppert, W. H. Pedder, and W. Hollman; for Marseiles,—Sr. and Sra. Ruez, and 2 children, Messrs. R. B. Ullett, and G. U. Sands; for Cadiz,—Sr. Zamorano; for Southampton,—Mr. and Mrs. Brown, and 2 children, Mr. and Mrs. Gingell, Captain Keys, R.N., Messrs. W. P. Wright, J. McDonald, E. R. Michell, and Captains Soames and King, of the P. & O. Co.

The Admiralty, in a *Gazette* published on Friday last, announces that, in consideration of the services mentioned in the despatches from Canton, the following promotions have taken place:

To be Captains.

Commander Roderick Dew.
Commander William Montague Dewell.
Commander John Lane Charles Hamilton.
Commander Arthur William Acland Hood.
Commander Charles Fellowes.

To be Commanders.

Lieutenant Charles Thomas Curme.
Lieutenant Charles Stuart Forbes.
Lieutenant Hugh Arthur Reilly.
Lieutenant Frederick Harrison Smith.
Lieutenant the Hon. William John Ward.
Lieutenant James Graham Goodenough.
Lieutenant Colin Andrew Campbell.
Lieutenant the Right Hon. Richard James Viscount Gilford.
Lieutenant Henry Hamilton Beamish.

To be Acting Lieutenants.

(To be confirmed on passing at the Royal Naval College.)

Mr. Alfred Caldeleugh May.
Mr. Charles James Carey.
Mr. Arthur George Robertson Roe.
Mr. Felix Stanley Henry Webber.
Mr. Edward W. Hereford.
Mr. Charles Henry Murphy.
Mr. Henry Salisbury Bagge.
Mr. John Edward Stokes.
The Hon. Francis George Crofton.
Mr. Uvedale C. Singleton.

To be Masters.

Mr. Frederick Kirkham.
Mr. Henry Bond.
Mr. Edward Griffith Lloyd Street.
Mr. Charles Frederick Puckett.

—*Overland Mail,* March 2.

On Wednesday evening last, the Amateur Theatrical Corps presented themselves before the Shanghai Community for the third, and we are sorry to say, the last time this season. The house was crowded to the doors, and there was a strong gathering of the fair sex, whose usual graceful appearance was further enhanced by very brilliant and tasteful toilettes.

The rising of the curtain presented to our view a new Drop Scene, of a light and pretty character, and possessing a considerable amount of artistic merit, a due appreciation of which greeted its disclosure.

The performance commenced with a Drama in two Acts—"Time tries all" and we may say in a word that from first to last the play was intelligently rendered, and well supported by each Actor. It struck us as being a remarkably good Drama—well written, yet not *over* written—pathetic in some parts, yet never heavy, and containing a happy admixture of light and shade. The chief character in the piece is that of Laura Leeson and too much credit cannot be extended, to our favorite Mrs. Nesbit, for the manner in which she brought before us the wilful, pettish but withal warm-hearted woman, whose girlish longings for the frivolities of fashionable life and a lover to match, are subdued by time and maturer judgement, to the glad acceptance of the humbler but more sterling destinies of Mrs. Matthew Bates. But surely 'twas no mean lot to become the wife of a Matthew Bates, and Mr. Pickwick, to whom the development of this part was entrusted, successfully presented to us the estimable, steady virtues of the man, and by his judicious, quiet acting, gained considerable and well merited applause. Mr. Tintinnabulum as the Hon'ble Mr. Yawn was capital, and exercised the propensity with which his cognomen so plainly gifts him, with such art as to make many of his audience strenuously follow his example. Miss Fact and Mr. Tact found fit representatives in Miss Walters and Mr. Brushwood, and the appearance of Mr. Tact on his return from "the Continong" was one of *the* hits of the evening as the acheing sides of many can testify. Mr. Roller was, as usual, most successful as Mr. Leeson and has made for himself a "specialité" in this line of characters which it would be difficult to surpass or to replace.

A few tunes well played by the Band and a pretty Irish Ballad well sung by Mr. Tintinnabulum agreeably filled up a short interval, when the curtain rose on the Farce of "Urgent private affairs" which displayed the hardships to which our gallant militia at home are exposed; liable to be disturbed at any hour from balmy sleep or "a bone of cold mutton," to keep dreary watch at "the Hoss guards." Mr. Brushwood as stout Mr. Dotts was undeniably good, while the humour of Sally Vokins, the solicitous conjugal affection of Mrs. Dotts, the roast duck and sherry loving Joe Jumballs were exceedingly well pourtrayed. Major Polkinghorne looked and acted his part well and with no lack of energy, and in Miss Chickweed he found a spouse who performed as judiciously and dressed as tastefully as usual. Mr. Bagshaw created a sensation on his appearance, which we trust will encourage him to undertake heavier parts next season; he has made considerable progress already this season, as from *Aquarius* on the first to Barrister on the last night is no small jump. This farce is by far the best of the season, the *business* (that great difficulty to amateurs) was well and smoothly done and the prompter appeared in this, as well as in the first piece to have a light task.

The Burlesque of "Bombastes Furioso" brought the entertainment to a close. Mr. Pickwick as *King Artaxominous* was really excellent, and he found worthy supporters in Mr. Tintinnabulum as *Fusbos* and Mrs. Nesbit as *Distaffina*, who entered fully into the peculiar humour of the piece. *General Bombastes* in the hands of Mr. Beverley Newcome was a creditable performance but the rôle was evidently not so well suited to the powers of that gentleman as other parts in which we have seen him. The attendants, army, &c., were all habited in the quaintest manner, and the long drummer and short fifer took a good deal of exercise.

We were especially pleased with the scenery of this and the other pieces, the wood scene we thought very effective and true to nature.

By the kindness of Captain Shadwell, the Band of H. M. S. *Highflyer* was in attendance throughout the evening, and performed various pieces of music in a highly creditable manner.

In concluding this notice of the final performance of the season, we must congratulate the Corps on the great success which has attended them; they have a strong array of dramatic talent, and the peculiar bent of each actor's inclination seems to have been studied and made use of. It is seldom that we see actors gifted with the power of impersonating in one evening three characters of a most diverse kind, yet in the performance of last Wednesday, Mrs. Nesbit and Mr. Pickwick did this, and have established for themselves the additional reputation of a highly successful versatility of dramatic powers. We trust that the great amount of time and trouble which these performances must unavoidably consume will not deter the Corps from coming forward again next year, and in this desire we are sure the whole Community unites.

To the able management under which the Corps have placed themselves this season the chief part of their success is due, and we heartily congratulate them on having found in Mr. Caput a manager who has proved himself so perfectly, and intuitively, as it were, *au fait* in a position requiring no small degree of intelligence and method.

We feel that we are not presuming when we tender the acknowledgements of all those who have partaken of the amusement so generously and gracefully afforded, for the tasteful and judicious management that have made this season so pre-eminently successful.

The following "Regulations relating to Passengers arriving by sea at the port of Marseilles" claim the attention of persons proceeding to England *viâ* France. They have been issued in consequence of the French Government having given notice to the English Ambassador at Paris that no British subject will be permitted to land in France without a passport, nor will a Consul's passport, given to any one who may have landed without one, be recognized. This new system is loudly complained of in England as causing vexatious trouble and will be found to be extremely inconvenient to parties neglecting to provide themselves with the required document before embarking for a French port:—

Article 1st.

Captains of ships are informed that passengers will not be allowed to enter into France unless they are bearers of passports delivered by the Authorities of the country to which they belong and bearing the visa of a French Diplomatic or Consular Agent. The French visa must be renewed for every journey in France.

Article 2d.

No Passenger can land at the Port of Marseilles until his passport has undergone examination, for which purpose a Commissary of Police specially appointed will proceed on board immediately the ship arrives. A list of Passengers must be handed at the same time to him by the Commander of the ship.

Article 3d.

Passengers not possessing Passports properly visé'd will have to remain on board and will be obliged to return to the place of embarkation at the cost of the Captain. All expenses that the surveillance of such Passengers remaining on board may occasion, will likewise be charged to the Captain, independent of any further proceedings that may be instituted for noncompliance with the Police regulations.

Marseilles, 27th February, 1858.

Hesper, *H. M. Screw-Steam Store ship,*
900 *Tons,* 120 *Horse-power,* 4 *Guns.*
Complement 54 *men.*

Master Commanding,	W. H. Fawckner.
Second Master,	A. F. Peasco,
do. do.	R. Waugh,
Assistant Surgeon,	E. T. Mortimer.
do. do. (for service in Gun-boats,)	J. Graham.
Assistant Paymaster,	W. Rowe.
Chief Engineer,	R. Moore,
Second Assist. do.,	Robt. Hulford.
Third do. do.,	Wm. Sage.

Firm, *H. M. Gun-boat,* 3 *Guns,*
60 *Horse-power, Complement* 45 *men.*

Commander,	Lieut. R. G. W. Nicolas.
Second Master,	Edward G. L. Street.
Engineers,	—. Conde. —. Joliffe. —. Barrow.

Staunch (91), *H. M. Gun-boat,* 3 *Guns,*
60 *Horse-power,* 30 *men.*

Commander,	Lieut. Leveson Wildman.
Second Master,	George Morice.
Engineers,	Henry Elgar. J. Beck. S. Goyyard.
Boatswain,	H. Tullett.

Bustard (92), *H. M. Gun-boat,* 4 *Guns,*
60 *Horse-power,* 37 *men.*

Commander,	Lieut. Fredrick W. Hallowes.
Second Master,	John E. Scudamore.
Engineers,	George Wyndall. William F. Innes. Thomas Brindley.
Gunner,	John Everett.

Opossum (94), *H. M. Gun-boat,* 4 *Guns, viz., one 8-inch, one 32-pounder, and two 24-pounder (Howitzers),* 60 *Horse-power, (High pressure Engines,) Complement including Officers, marines and boys* 43.

Commander.	Lieut. Colin Campbell.
Second Master,	C. Prickett.
Engineers,	—. Carlisle. —. Gair. —. Hermann.
Boatswain,	Hartland.

Leven (84), *H. M. Gun-boat,* 80 *Horse-power,* 5 *Guns, viz., One* 64*-pounder, and Four* 24*-pounder (Howitzers,)* 54 *men.*

Commander,	Lieut. J. S. Hudson.
Second Master,	J. G. Mongan.
Chief Engineer,	R. Crosthwaite.
Second do.	J. J. Lovell.
Third do.	T. Parker.
Gunner,	J. W. Andrews.

The following, from off the mouth of the Pei-ho, was published by us in an *Extra* on Wednesday the 5th inst., and issued to our local Subscribers. We add such further items, from the same quarter, as we have picked up since; and now wait, with intense anxiety, the arrival of the next dispatches which will probably be here on Wednesday next the 12th, as the mail from hence for Europe will close on the 13th; these will bring news from the gulf to the 8th or 9th being nine or ten days later than the last:

H. M. S. *Sampson* arrived at Woosung yesterday (4th) from the Gulf of Pecheli, having anchored off the Light-ship at 8 P.M. on the 3d. She left the Squadron on the afternoon of the 29th.

By her we are favored with several letters, some of which we are permitted to lay before our readers, *in extenso*, from others we make extracts, and from the whole a *precis* which, possessing the novelty of correspondence from that quarter of the Chinese Empire, will, we doubt not, be interesting to our readers.

The *Furious* with Lord Elgin arrived off the Pei-ho on the 14th a few hours after the *America*, and an hour before the *Pique*. The *Cormorant* and *Mississippi* on 16th, *Nimrod* on the 18th, and *Antelope* 23d. The *Calcutta* with Admiral Seymour on the 24th. The French Squadron on the 25th, and *Sampson* and *Coromandel* on the 27th.

The sudden appearance of the men-of-war dropping in one after another scared the Chinese, and, had the Gun-boats been already there, a dash up to Tientsin would have been made before their panic could have allowed of any organized resistance. The forts situated at the mouth of the river are well manned and armed. The Chinese were busied in throwing up additional outworks, transporting guns, &c.

The *Nimrod* and *Cormorant* attempted to cross the bar on the 28th, a strong northerly wind having been blowing for two days the water was unusually low and they grounded. On the morning of the 29th the *Nimrod* was on the bar and the *Cormorant* outside. The highest tide of the springs would be on the evening of the 29th when it was confidently expected they would float over. The *Slaney* had been over several times, and Admiral Seymour had reconnoitred the defences. One correspondent describes them thus—

South side—1st Fort 8 guns, then 5 field pieces. 2d Fort 13 guns then 50 field pieces. 3d Fort 13 guns.

North side—21 guns, making altogether 79 guns which will have to be passed at 600 yards.

One of the French Gun-boats was lying inside.

Nimrod and *Cormorant* lightened by placing coals, &c., in the junks pressed into the service. They were drawing about 10.6, which will give a few inches to spare on the bar.

The two mandarins, spoken of below, were not received by the Plenipotentiaries, not being properly accredited. Their communication was from some mandarins who had arrived from Peking. Three Commissioners were at the mouth of the river waiting to treat. We are well informed that no reply from the Minister of State had been received when the *Sampson* left. The six days allowed would expire on the night of the 30th, when, if a satisfactory letter was not received, there was little doubt that the Forts would be taken and a rapid advance made up to Tientsin.

Frequent interviews between the neutrals,—the Russians and Americans were taking place—the boats of the former were employed in conveying the mandarins to and from the ships.

The *Furious* took the ground in the Miau-tao Straits while towing *Slaney* at 9 knots, she got off with little harm to herself but the Gun-boat ran into her and stove in her quarter gallery, leaving her bow anchor hooked on to the *Furious*. *Slaney* was slightly damaged.

The *Calcutta* carried away her mainyard in the slings, whilst going 10 knots, on her passage up.

The American minister attempted to obtain an interview with the mandarin on shore but did not succeed.

No one had landed.

The anchorage is described as anything but agreable. The weather variable, heavy gales succeeding occasional calms, the communication between the ships very rare on that account.

The *Sampson* left Woosung for Hongkong as soon as her boat, sent to the ships with letters for Shanghai, returned. Her orders, we believe, are to hurry up Gunboats and probably to return with troops, &c. She left her Marines and Field-pieces on board *Calcutta*, giving her so much more room for reinforcements from Hongkong.

Ship ————,
Off the Pei-ho, 28th April, 1858.

My Dear Sir,—At length an opportunity offers of sending you a few lines—if not to communicate anything of consequence, at all events to let you know that we are all mustered here, in readiness for whatever may be required of us. For the last ten days, vessel after vessel has been dropping in,—now the English, now the French and American, until the combined ships offer an appearance quite threatening, as well as imposing. The belligerent force consists of *Calcutta, Pique, Furious, Sampson, Cormorant, Nimrod, Slaney,* and *Coromandel*—English,—and of the *Audacieuse, Nemesis,* two despatch Steam-vessels, and three Gunboats—French. The neutrals are the two American Ships-of-war *Minnesota* and *Mississippi* with the hired tender Steamer *Antelope*, and the Russian Steamer *America*.

Since our arrival here, we have been introduced to climate, and style of seafaring life quite novel. Instead of strong but steady breezes, blowing from one point of the compass, the wind has been as capricious as what an old poet—doubtless when in a pet, described all ladies to be—"Varium et semper mutabile." Nor is fickleness the only thing to complain of;—Not only is it shifting and fitful, but unpleasantly strong, in fact, illustrating all the disagreables of which wind can be capable; and one besides, which is quite novel to me and to most others, it may be presumed, whose birthplace is not the province of Pe-che-li or the great desert of Sahara. The phenomenon I allude to, is a density of the asmosphere, so great occasionally, as to rival the obscurity of a London fog, but produced by minute particles of sand blown off from the shore. This contribution from the much loved *terra firma* is far from being pleasant. It gets into the eyes, lodges itself in the ears and nostrils, and, in spite of the greatest precautions insinuates itself between the teeth, in a manner the reverse of agreeable. But perhaps these *désagrémens* might be borne with resignation, were there a nice harbour, or even commodious roadstead to anchor in,—where the shore might be looked at, and an occasional run on it practicable. But no such recreation is vouchsafed either to the eye or the foot. On two or three occasions for the last fortnight, by the aid of a glass, the low land has been seen in the far distance, but the foot has trod upon no portion of it save what has been obligingly blown off and strewed over the ship's deck, You will form a very tolerable idea of our actual position, by supposing yourself at anchor in a ship just at a place coming from seaward where a low belt of land becomes visible above the horizon, and there remaining—exposed to the wind of heaven, and the sands of the desert alternately, or both together, and without any immediate prospect of escaping from either.

No doubt you will be wondering why we don't go in a little closer, but the fact is, we cannot. For although there are certain vessels, which are said to sail through sand and mud, with the same ease they sail through water, our vessel, being of the old school, does not happen to possess those desirable qualities. Accordingly, six fathoms or thereabout being requisite to secure comfortable flotation, interfere altogether with the desire, as the phrase amongst seafaring people goes—to close with the land. At six miles from the mouth of the Pei-ho, there is only four and twenty feet at low tides, and for every mile nearer, the shallowness of the water increases most annoyingly.

Since our arrival, there has been no end to "taking soundings" The bar of the Pei-ho is the *cheval de guerre* of all who take an interest in, or can wield a lead line. Expeditions by day, and night also, have been unable to get more than twelve feet under the most favorable circumstances—namely at spring tides—now, were this bar no broader than a pathway—or even than the never-to-be-forgotten Regent Street, it might be got over, especially by the vessel possessed of the qualities before mentioned; but twelve feet depth of water, if so much, is all that can be had for a mile at a stretch, —a circumstance which renders the obstruction greatly more embarrassing.

You can form then, some idea of things as they exist here in reality. The water at six miles from land is only six fathoms; the water on the bar, which is about a mile from the entrance of the river is but

☞ *See Supplement.*

SHIPS OF WAR
IN THE GULF OF PECHELI.

Names	Guns	Rate	Commander
—British—			
Bustard (92)	4	Gun-boat	Lieut. F. W. Hallowes
Calcutta	84	Flag-ship	Rear Admiral Sir M. Seymour, K.C.B. Wm. K. Hall
Cormorant	6	Sc-st g-vl	Thos: Saumarez
Coromandel	5	St-vessel	Lieut. S. Douglas
Firm (81)	3	Gun-boat	Lieut. B. G. W. Nicolas
Furious	16	P-wl st-fri	Sherard Osborn, C.B.
Fury	6	P-wl st-vl	C. T. Leckie
Hesper	4	Sc-st sto-s	W. H. Fawckner
Leven (84)	5	Gun-boat	Lieut. J. S. Hudson
Nimrod	6	Sc-st g-vl	Roderick Dew
Opossum (94)	4	Gun-boat	Lieut. C. A. Campbell
Pique	40	Frigate	Sir F. W. Nicolson, Bart.
Slaney (83)	5	Gun-boat	Lieut. A. H. Hoskins
Staunch (91)	3	Gun-boat	Lieut. L. Wildman
—French—			
Audacieuse	50	Frigate	Vrignaud
Avalanche	6	Gun-boat	Lafond
Dragonne	6	Gun-boat	Brou
Durance	12	Steamer	Trébuchet
Fusée	6	Gun-boat	de Carpégna
Meurthe	12	Steamer	Dariès
Némésis	50	Frigate	Rr.-Adm: R. de Genouilly Reynaud
Phlégéton	8	Steamer	Lévêque
Primauguet	8	Steamer	Thoyon
—American—			
Antelope	..	Ch-str	Lynch
Minnesota	41	St-frigate	S. F. DuPont
Mississippi	13	St-frigate	Wm. C. Nicholson
—Russian—			
America	6	Steamer	Chihachoff

NOTICE TO MARINERS.

Office of Maritime Customs,
Shanghae, 24th March, 1858.

In place of the *Buoys* laid down to mark the Channel in crossing the Bar at Woosung, Two *Boats* have been moored, in the following positions:—

"The Boat painted *White* and flying a white flag, lies in 14 feet at low water, spring tides, on the Western extremity of a Shoal spit which makes off from the Eastern shore. It is 1½ cable's length from the Shore. The White House in Mr. Henderson's Garden bears from it S. 20° E.; Messrs. Jardine, Matheson & Co.'s Coal Godowns S. 21° W.; and the Woosung Joss Poles N. 25° W.

The Boat painted *Red* and flying a red flag, lies in 12 feet at low water, spring tides, on the Northern extremity of the Lower Middle Ground. The White House in Mr. Henderson's Garden bears from it S. 18° 30′ W.; Messrs. Jardine, Matheson & Co.'s Coal Godowns S. 77° W.; and the Upper Bar Creek open N. 88° E., dist. 5½ cables. It is 2¼ cables from the nearest part of the Eastern shore, and between it and the Receiving Ships, which lie on the Western side, the ground is very uneven, and in several places very shoal, many spots having as little as 9 feet at low water.

It is recommended that vessels proceeding up the River should pass close to the White Boat, leaving it on the *Port Hand*, and after passing it steer for the Red Boat, leaving it well on the *Starboard Hand*, and gradually approach the Eastern shore to a ship's length off the Upper Bar Creek.

The Red Boat should not be brought to the Eastward of S. 60° E. The Boats bear from each other S. 52° E. and N. 52° W., dist. 4½ cables; lowest depth of water between them, 13 feet, at low water, spring tides."

GEO. L. CARR, *Master R. N.*
H. M. S. "Pique."

By order,
Wm. LENT, *Secretary.*

SHANGHAE LIBRARY.

List of Books received this Mail.

1205—Alison's History of Europe since 1815, Vol. VII.
1355—The Correspondence of Horace Walpole,—Vol. VIII.
1888—China, Australia and the Pacific, by J. D'Ewes.
1889—The Wellington Supplementary Despatches—India.
1890—Below the Surface, 3 vols.
1891—Quits by the Authoress of the Initials.
1892—Sir Erskine Perry's Birds' Eye View of India.
1893—Autobiography of Elizabeth Davis, the Balaklava Nurse, 2 vols.
1894—Wayside Fancies, by Mrs. Broderip.
1895—A Visit to Schamyl.
1896—Browne's Lives of the Prime Ministers—Vol. I.
1897—Sea-side Studies, by G. H. Lewes.
1898—Mill's India in 1858.
1899—Lord St. Leonard's Hand-book on Property Law.
1900—Recollections of Shelley and Byron by E. J. Trelawney.
1901—Hutchinson's Western Africa.
1902—Atkinson's Memoirs of the Queens of Prussia.
1903—MacKnight's Life and Times of Edmund Burke—Vols. 2.
1904—Yule's Mission to the Court of Ava.
1905—Rawlinson's Herodotus—Vol. 1.
1906—Von Tempsky's Travels in Mexico and Guatemala.
The Gordian Knot by Shirley Brooks—Nos. 1 a 3.
Notes and Queries.

Shanghae, May 3d, 1858.

ADVERTISEMENTS.

SAEKEE & CO.,
Yang-king-pang Street, three doors from Messrs. H. Fogg & Co.
HAS FOR SALE AT LOW PRICES,
WHOLESALE AND RETAIL.

Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Nankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.

ALSO,
Lacqueredware, Grass Cloth, Ivory Carvings, &c., &c., &c., from Canton.
AND,
Champagne and other Wines.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

SHIPS OF WAR IN CHINA.

Names	Rate	Guns	Estimated complement of men	Horse-Power	Commander
British.					
Acorn	sloop	12	125		A. W. A. Hood
Actæon (survg)	frigate	26	160		Robt. Jenkins
Algerine (85)	gun boat	2	50	80	Lieut. Chas. S. Forbes
Alligator (store)	ship				
Assistance	steamer	6		400	W. A. J. Heath
Banterer (79)	gun boat	2	37	60	Lieut John Jenkins
Belleisle	hospital ship	6	100		J. R. Rodd
Bittern (Tender to Tribune)	sloop				
Bustard (92)	gun boat	4	37	60	Lieut F. W. Hallowes
Calcutta	flag ship	84	720		Rear Adm: Sir M. Seymour, K.C.B. Wm. K. Hall, C.B.
Camilla	sloop	16	130		Geo. T. Colville
Clown (72)	gun boat	2	37	40	Lieut W. Lee
Cormorant	sc st gun vessel	6	91	200	Thos. Saumarez
Coromandel	st vessel	5	60	150	Lieut. S. Douglas
Cruiser	sc st sloop	17	165	60	Chas. Fellowes
Dove (96)	gun boat	2	37	60	James H. Kerr, Master Commanding
Drake (97)	do	2	50	40	Lieut Wm. Arthur
Elk	sloop	12	125		John F. C. Hamilton
Emperor	st yatch	4			Lieut John Ward
Esk	sc st corvette	21	240	250	Sir Robt. J. Le M. McClure, Kt.
Firm (81)	gun boat	3	45	60	B. G. W. Nicolas
Forester (87)	do	2	50	60	Lieut Arthur J. Innes
Furious	pad-whl st frig	16	220	400	Sherard Osborn, C.B.
Fury	pad-whl st sl	6	165	515	C. T. Leckie
Haughty (89)	gun boat	2	50	60	Lieut William B. Paull
Hercules	hospital	10	25		Dr. Burn
Hesper (store-ship)	sc st ship	4	54	120	W. H. Fawckner, Master Commanding
Highflyer	sc st corvette	21	240	250	Chas. F. A. Shadwell, C.B.
Hornet	sc st sloop	17	160	60	W. M. Dowell
Inflexible	pad-whl st sl	6	165	378	G. A. C. Brooker
Janus (76)	gun boat	2	37	40	Lieut W. H. Jones
Kestrel (69)	do	2	37	40	Lieut W. H. Rason
Lee (82)	do	3	50	80	Lieut Wm. Graham
Leven (81)	do	5	54	80	Lieut Joseph S. Hudson
Melville	depôt ship				
Minden	store ship	4	27		Henry T. Ellis, Master Commanding
Nankin	ship	50	500		Commondore the Hon. Keith Stewart
Niger	sc st ship	13	230	400	Hon. Arthur A. Cochrane, C.B.
Nimrod	sc st gun vessel	6	110	180	Roderick Dew
Opossum (91)	gun boat	4	43	60	Lieut Colin A. Campbell
Pique	frigate	40	350		Sir Fred. W. E. Nicolson, Bart.
Plover (86)	gun boat	2	50	60	Lieut Robert J. Wynniatt
Princess Charlotte	barrack ship	12			Henry G. Thomsett, Master Com'ding
Sampson	pad-whl st frig	6	200	467	Geo. S. Hand
Sans-Pareil	sc st ship	70	640	400	A. C. Key, C.B.
Slaney (83)	gun boat	5	50	80	Lieut Anthony H. Hoskins
Starling (93)	do	2	50	60	Lieut Arthur J. Villiers
Staunch (91)	do	3	39	60	Lieut Leveson Wildman
Surprise	sc st vessel	4	91	200	Saml. G. Cresswell
Tribune	sc st frigate	31	340	300	Harry E. Edgell
Volcano (Factory)	pad-whl st vesl	3	51	140	J. M. Hockley, Master Commanding
Watchful (75)	gun boat	2	37	40	Lieut James A. Whitshed
Woodcock (73)	do	2	37	40	Lieut Edwin J. Pollard
French.					
Avalanche	gun boat	6			Lafond
Audacieuse	frigate	50			Vrignaud
Capricieuse	corvette	32			d'Abbeville
Catinat	steamer	12			de Ville sur Arce
Dragonne	gun boat	6			Brou
Durance	steamer	12			Trébuchet
Fusée	gun boat	6			de Carpégna
Lily	steamer				Borelli
Marceau	do	8			de Lamotte
Mitraille	gun boat	6			Berranger
Meurthe	steamer	12			Dariès
Némésis	frigate	50			Rear-Admiral R. de Genouilly Reynaud
Nisus	brig	20			Thierry
Phlégéton	steamer	8			Lévêque
Primauguet	do	5			Thoyon
American.					
Minnesota	steam frigate	41	588	450	S. F. DuPont
Mississippi	steam frigate	13	300		Wm. C. Nicholson
San Jacinto	steamer	13	218		Commodore J. Tatnall Henry H. Bell
Portuguese.					
Amazona	lorcha	6	90		Lieut J. E. Scarnicha
Mondego	brig	20	120		Tavares
Dutch.					
Medusa	steamer	18			Fabius
Russian.					
America	steamer	6	62	150	Chihachoff

N.B.—Corrections of errors in the above will be thankfully received by the Editor.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain	From	Sailed	Cargo.	Consignees.
May 1	Julia	B. ship	477	Miller	London	Dec 24	General	Shaw, Bland and Co
.. 1	Algonquin	A. bark	649	Gibbs	Swatow	Apr 20	Sundries	Wetmore, Williams & Co
.. 1	Ocean	Bre. bk	209	Fareelmann	Hongkong	.. 14	do	Wm. Pustau and Co
.. 2	Formosa	B. str.	750	Munro	Hongkong Amoy	.. 27 .. 29	Mails, Op. &c.	E. Warden, P. & O. Agent
.. 2	Hannibal	Ha. sch	142	Livoni	Amoy	.. 23	Sundries	Wm. Pustau and Co
.. 2	Cornubia	B. bark	459	Ellison	Swatow	.. —	do	Jardine, Matheson & Co
.. 3	Bordelaise	Fr. bk.	273	Lubis	Melbourne	Feb 15	Ballast	Holliday, Wise and Co
.. 3	Maria	A. ship	397	Bursly	Manila	Apr 21	do	Blenkin, Rawson and Co
.. 3	James Lemon	B. ship	485	Macauley	Swatow	.. 20	Sugar	Smith, Kennedy and Co
.. 4	Sampson [H.M.	st.-frig.		Hand	Gulf of Pechcli	.. 29		
.. 6	Malabar	Ha. bk	322	Müller	Swatow	.. —	Sundries	Siemssen and Co
.. 7	Queensberry	B. ship	635	Cassady	Swatow	.. 23	do	Moncreiff, Grove and Co
.. 7	Lizzie Jarvis	N.G. sh	422		Puget Sound	Mar 1		Order

DEPARTURES
From Woosung.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination	Cargo.	Despatched by
Apr 30	E. W. van Dam van Isselt	Du. bk	713	Koim	Swatow	Sundries	Wm. Pustau and Co
.. 30	Durance [H.I.M.	stmer.		Trébuchet	Gulf of Pechcli		
.. 30	Shamrock	B. str.	330	Sullivan	Hongkong	Re-expts.	Jas: Bowman and Co
May 1	Virginia	Bre. bk	302	Franke	Amoy	Sundries	Wetmore, Williams and Co
.. 1	Antagonist	B. bark	436	Turner	Swatow	do	Jas. Bowman and Co
.. 3	Louisa	B. bark	272	Oliver	Ningpo	Re-expts.	Dent, Beale and Co
.. 3	Meurthe [H.I.M.	stmer.		Dariès	Gulf of Pechcli		
.. 4	Fury	H.M.str		Leckie	Gulf of Pechcli		
.. 4	Leven [H.M.	g.-boat		Hudson	Gulf of Pechcli		
.. 4	Staunch [H.M.	g.-boat		Wildman	Gulf of Pechcli		
.. 4	Sampson [H.M.	st.-frig.		Hand	Hongkong		
.. 5	Hesper [H.M.sc.-st.	store sh		Fawckner	Gulf of Pechcli		
.. 5	Firm [H.M.	g.-boat		Nicholas	Gulf of Pechcli		
.. 5	Opossum [H.M.	g.-boat		Campbell	Gulf of Pechcli		
.. 5	Bustard [H.M.	g.-boat		Hallowes	Gulf of Pechcli		
.. 6	Industry	B. ship	592	Reay	Hkong & Macao	Tea & Su.	Harkort and Co

SHIPS OF WAR IN HARBOR & AT THE ENTRANCE OF THE RIVER.

Names	Class	Guns	Tons	Crew	Commander	Horse-power
Highflyer	H M sc-st corvt	21	..	260	C F A Shadwell, C B	250

ARRIVAL OF THE MAILS.

		Jany.	Feby	March	April	May	June	July	Augt.	Sept.	Oct.	Nov.	Dec.
1850		7	13	6	5	3 & 24	24	24	15	28	22	24	29
1851		none	1	7	2	1 & 30	24	20	17	28	31	none	3
1852		6	9	2	27	19	15	15	14	13	26	19	24
1853	Monthly	26	20	19	19	30	20	27	17	18	22	24	22
	Bi-monthly	—	—	—	19	3 & 20	none	3 & 29	none	9 & 28	none	10	20
1854	Monthly	28	25	none	11 & 26	17	22	18	17	25	27	28	none
	Bi-monthly	15	7	9	5	12	8	6	4	8 & 28	none	18	22
1855	Monthly	16	none	5	none	—	—	—	—	—	—	—	—
	Bi-monthly	16	8	11	13	5	4	2	5	4	4	8	13
1856	Monthly	11	8	19	9	7	1	3	3 & 6	7	8	13	9 & 10
	Bi-monthly	—	—	—	—	21	23	21	15	28	28	27	none
1857	Monthly	5	11	5	7	6 & 30	21	14 & 27	—	1 & 29	—	3 & 30	—
	Bi-monthly	—	2 & 23	—	2 & 25	21	—	14	12	18	28	24	—
1858	Monthly	3	16	8	5	2	—	—	—	—	—	—	—
	Bi-monthly	1 & 25		24	—		—	—	—	—	—	—	—

VESSELS EXPECTED.

From *London*—Dennis Hill, 23rd Dec.; Chrysolite, 11th Jany.; Wellington, 15th do.; Mirage, 9th Feby.; Beemah, 15th do.; and Challenger, 4th March.

From *Liverpool*—Jubilee, 5th Dec.; Spirit of the Age, 27th Jany.; Stornoway, 24th Feby.; and Bramah, 19th March.

From *New York*—Urania, 22d Dec.

SHIPPING IN HARBOUR
And at Woosung.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch.
Algonquin	May 1	A. bark	645	Gibbs	Wetmore, Williams and Co.	New York	Early
Aliquis	Apr 20	B. ship	1125	Paine	Jardine, Matheson and Co		
Arcadia	Apr 12	A. ship	705	Sherman	Russell and Co		
Bordelaise	May 3	Fr. bk	273	Lubis	Holliday, Wise and Co		
Cairnsmore	Apr 7	B. ship	1085	Bragg	Turner and Co.	Hongkong	cld 1st
Carausius	Feb 14	B. ship	510	Capon	E. Warden		
Cornubia	May 2	B. bark	459	Ellison	Jardine, Matheson and Co		
Cossack	Apr 19	A. bark	586	Ballard	Russell and Co		
C. E. Tilton	Apr 25	A. bark	418	Briard	Wm. Pustau and Co	Swatow	cld 7th
Edith Rose	Mar 3	A. ship	510	Nickersen	Russell and Co	New York	cld 6th
Excelsior	Apr 4	B. ship	687	Jones	Smith, Kennedy and Co	London	Early
Formosa	May 2	B. str	750	Munro	E. Warden, P. and O. Agent	Hongkong	14th inst*
Hafis	Mar 14	Ha. bk	499	Hinrichsen	Harkort and Co		
Hannibal	May 2	Ha. sch	142	Livoni	Wm. Pustau and Co	Ningpo	Imdt.
James Lemon	May 3	B. ship	485	Macauley	Smith, Kennedy and Co		
Johannes Anthonius	Apr 21	Du. sh	720	Metz	Dent, Beale and Co.		
John Masterman	Apr 19	B. ship	608	Stewart	Blenkin, Rawson and Co		
Julia	May 1	B. ship	477	Miller	Shaw, Bland and Co	London	
Laura	Feb 27	Old. bk	500	Miesegades	Wm. Pustau and Co	Swatow	Imdt.
Lizzie Jarvis	May 7	N.G. sh	422		Order		
Malabar	May 6	Ha. bk	322	Möller	Siemssen and Co		
Maria	May 3	A. ship	397	Bursly	Blenkin, Rawson and Co		
Masden	Aug 23	B. brig	218	Doble	A. R. Tilby		
Meteor	Feb 28	B. str.	136	Artis	Captain		
Minna	Oct 20	A. schr	299	Moonie	A. R. Tilby		
Nimrod		B. bark	231		David Sassoon, Sons and Co		
Ocean	May 1	Bre. bk	209	Fareelmann	Wm. Pustau and Co	Bangkok	Imdt.
Preciosa	Apr 4	Sp. bk.	254	Lizarza	P. J. S. Loureiro	Manila	20th inst
Queensberry	May 7	B. ship	635	Cassady	Moncreiff, Grove and Co.		
Red Riding Hood	Apr 6	B. ship	720	Rossiter	Jardine, Matheson and Co	New York	
Rémi	Apr 17	B. str.	322	Laen	Rémi, Schmidt et Cie		
Runnymede	Mar 27	B. ship	726	Burrows	Jardine, Matheson and Co	Fuchau	cld 5th
Sancho Panza	Mar 2	A. ship	875	Bird	Russell and Co		
Spartan	Apr 25	B. ship	675	Storey	Harkort and Co	Hkong & Macao	20th inst
Susanne & Elizabeth	Apr 16	Du bk.	740	Onweland	Dent, Beale and Co.		
Tartar	Apr 27	A. ship	573	Mix	Wetmore, Williams and Co.		

* At daylight, with the Mails for Europe.

	TO GREAT BRITAIN, *(direct)*, HONGKONG *and* PORTS BEYOND.				TO THE UNITED STATES.			
Year ending 30th June.	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*
1847-48	......	......	11,372,141	19,117	226,636	1,514,151	1,740,787	......
1848-49	......	......	12,310,363	15,915	616,257	2,370,075	2,986,332	35
1849-50	......	......	13,867,497	13,162	1,618,829	3,974,879	5,623,708	415
1850-51	......	......	21,687,816	15,325	3,751,899	7,316,641	11,068,540	250
1851-52	......	......	31,225,000	20,335	3,600,000	14,400,000	18,000,000	298
1852-53	......	......	38,664,100	24,303	2,934,700	19,965,600	22,900,300	524
1853-54	......	......	29,856,188	55,185	3,118,200	13,584,200	16,702,400	1,074
1854-55	39,586,059	10,428,036	50,014,095	53,965	1,154,373	22,584,308	23,738,881	......
1855-56	24,668,430	8,543,424	33,211,854	56,275	289,442	20,650,537	20,939,979	1,159
1856-57	10,607,084	10,794,487	21,401,571	90,523	381,553	16,886,572	17,268,125	1,637

EXPORT *of* TEA *and* SILK *from* SHANGHAI, *from 1st July*, 1856, *to 30th June*, 1857,
Corrected from the Custom-House Returns.

DESTINATION.	BLACK TEA Lbs.	GREEN TEA Lbs.	TEA. Total Lbs.	SILK Total Bales
To GREAT BRITAIN (direct),	10,607,084	10,794,487	21,401,571	54,725*
HONGKONG and PORTS BEYOND,	......	......	......	35,798*
AUSTRALIA,	286,144	184,576	470,720	......
THE NORTH AMERICAN COLONIES,	......	275,026	275,026	......
THE CONTINENT,	1,195,905	303,043	1,498,948	......
THE UNITED STATES,	381,553	16,886,572	17,268,125	1,637
Total	12,470,686	28,443,701	40,914,390	92,160

* Includes 10,679 bales Thrown, 1,860 Coarse, and 475 Waste.

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to* GREAT BRITAIN, *(direct)*,
From 1st July, 1857, *to dates.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Total from 1st July to 31st Dec.		1857	—in 27 ships	13,737,311	2,531,486	16,268,797	25,414
Jan 10	Britannia	552	London	653,500	15,100	668,600	258
.. 15	Harkaway	895	London	734,619	296,696	1,031,315	241
.. 16	Harwood	462	London	407,502	91,325	498,827	556
Feb 2	Eliza & Hester	373	London	424,032	7,892	431,924	41
.. 12	Vanguard	626	London	604,900	139,100	744,000	35
.. 15	Anglo Saxon	700	London	635,318	217,592	852,910	634
.. 16	Mary Ann Wilson	914	London	742,179	324,594	1,066,773	857
Mar 10	Abdul Medjid	399	London	354,568	199,179	553,747	35
.. 16	Tung-yu	1136	London	982,227	401,549	1,383,776	33
.. 23	Herculean	530	London	357,700	242,800	600,500	165
.. 23	Invincible	657	London	499,055	342,340	791,395	277
.. 29	Hoang Ho	600	London	375,689	333,481	709,170	......
Apr 10	Sea Star	590	London	598,381	137,296	735,677	246
.. 15	Chebucto	403	London	173,460	256,233	429,693	56
.. 16	Star of the East	1219	London	454,258	780,888	1,235,146	952
.. 19	Confucius	510	London	447,520	63,859	511,379	626

EXPORT *of* TEA *and* SILK, *from* SHANGHAI *to the* UNITED STATES,
From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	*Raw Silk.* Peculs	*Other Silk*	*Silk Piece Goods* Pieces
Total from 1st July to 31st Dec., 1857—in 9 vessels				230,416	8,467,608	8,698,024	1,172:04	5 bales 25 cases	15,475
Jan 9	Surprise	1261	New York	......	1,069,300	1,069,300	14:40	......	......
.. 13	Endeavor	1137	do	......	1,096,500	1,096,500	......	......	600
Feb 4	Eagle Wing	1174	do	......	1,149,450	1,149,450	......	......	......
.. 12	Canvass Back	731	do	......	766,748	766,748	18:74	......	250
Mar 29	Union	1012	do	28,575	789,254	817,829	18:75	......	......
Apr 11	Robin Hood	1181	do	......	1,120,828	1,120,828	30.40	......	200
.. 29	Howqua	581	do	......	491,000	491,000	15:06	......	......
Cleared	Edith Rose	510	do	......	506,200	506,200	10:36	......	300

EXPORT *of* TEA *from* SHANGHAI *to the* NORTH AMERICAN COLONIES,
From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 30	Cambalu	456	Montreal	43,914	584,148	628,062

EXPORT *of* TEA *from* SHANGHAI *to the* SOUTH AUSTRALIAN COLONIES *(direct)*,
From 1st July, 1857.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Oct 4	Afrika	362	Sydney	262,789	54,327	317,116
.. 19	Banca	243	Melbourne *vià* Fuchau	78,173	4,376	82,549
Jan 24	Lemuella	403	Sydney	......	......	392,105

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to the* CONTINENT,
From 1st July, 1857.

Sailed	Ship's Name	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Oct 25	Wynaud	521	Rotterdam *vià* Fuchau	307,471	25,186	332,657	......
Nov 22	Mansart	555	Havre	324,230	96,717	420,947	95
Feb 18	Cæsarowitsch	580	Cronstadt	253,172	......	253,172	......

EXPORT *of* SILK *from* SHANGHAI COASTWISE,
From 1st July, 1857, *to dates.*

Sailed	Ship's Name.	Tons	For	SILK *Total Bales*
Total from 1st July to 31st Dec.,		1857	—in 20 vessels	20,679
Jan 7	Yang-tze, str.,	700	Hongkong	167
.. 8	Rémi, str.,	322	do	360
.. 21	Lady Mary Wood, str.,	650	do	617
.. 23	Yang-tze, str.,	700	do	88
.. 28	Hellespont, str.,	330	do	10
Feb 7	Formosa, str.,	750	do	769
.. 20	Lady Mary Wood, str.,	650	do	119
Mar 6	Formosa, str.,	450	do	397
.. 21	Lady Mary Wood, str.,	650	do	971
.. 31	Yang-tze, str.,	700	do	22
Apr 3	Hellespont, str.,	330	do	100
.. 4	Formosa, str.,	1040	do	1,397
.. 15	Lady Mary Wood, str.,	650	do	1,262
.. 19	Yang-tze, str.,	700	do	898
.. 27	Aden, str.,	812	do	2,274
.. 28	Hellespont, str.,	330	do	234

[*Edited, Printed, and Published Every Saturday, by* CHARLES SPENCER COMPTON, *Shanghai.*]

twelve feet at the outside during springs, and a couple of feet at low tides. Such, with strong wind, and a chopping sea are the physical obstacles the Allies have to contend with. The artificial obstacles are six forts placed at different distances along the mouth of the Pei-ho. This, you will admit, sounds very formidable; and from one or two glimpses caught of them, during clear weather when they were all seen decorated with flaunting streamers,—probably the different Tartar banners, they really looked so. But with Chinese forts, as with many other things in this world, they lose in dignity and formidableness, upon a closer acquaintanceship. Since the time when they first burst on our astonished sight, several inspections of them have been made, and the number of embrasures—not of guns, counted, was sixty-nine. This does not, probably, include all—but certainly by far the greater portion. The embrasures are found to be of that commodious character, which permits the gunners within to enjoy a wide view, and both gun and missiles free scope to get out. Some of them are faced with brick, others seem composed of mud, which possibly may have been erected into its present form by a Chinese engineer of the Ming dynasty. The guns themselves are the same eccentric implements common to Chinese notions of what such things should be,—very substantial in themselves, but very indifferently supported:—their carriages being something after the fashion of the Irishman's sedan chair, mighty fine—but very useless. Regarding the garrison itself, no special information could be obtained. The latest observations have found them very busy repairing, digging, and erecting,—no doubt, with the full intention of annihilating the presumptious Barbarians.

Such being the state of matters with regard to nautical affairs, and to the military means and preparations of the Chinese, you will, no doubt, be desirous to know how the grand object progresses in the meanwhile. What signs there are of resistance on the part of the Chinese, or of accommodation. Unfortunately, I cannot altogether, or even in a moderate degree satisfy so natural a curiosity. The facts which have hitherto transpired are simply, that on Saturday last, when all that were expected of the Allied forces had arrived, including the English and French Admirals in their respective flagships, Lord Elgin, and Baron Gros dispatched a communication to the Chief authorities at Peking, allowing an interval of six days for an answer to be returned. This afternoon, being the fifth of the days given, two mandarins—pulled in a Russian barge, have been to visit Lord Elgin, Baron Gros, and Mr. Reed, on board their respective ships; but what the purpose of their message is, has not, as yet transpired. Upon the nature of it—for doubtless it is the reply from Peking—depends the opening of preliminaries of peace, or the commencement of hostilities at the mouth of the Pei-ho.

To-day being the first of the spring tides the *Slaney* and two French Gunboats *Fusée* and *Phlégéton* crossed the bar, but the *Cormorant* and *Nimrod* have not been so fortunate, both having grounded before they got far over. To-morrow, the attempt will be renewed, and those well informed say, confidently, with success. These vessels once inside the bar, can, when necessary, tow the ship's boats into the proper positions, and enable their crews to land and storm, while they themselves effect a *slight diversion*. The work, if it ever comes to be done, will be short and sharp.

The question comes to be, will the Chief authorities at Peking prove insane enough to provoke such a proceeding. It is but too apparent that they have made no adequate preparation for any emergency for what now threatens them, and can only by obstinacy aggravate to a fearful extent their present position. With the mouth of the Pei-ho in possession of an enemy, and all passage to the immense number of Junks laden with commodities for the capital intercepted, how would they be able either to explain away the insult, or what is of far more consequence satisfy the pressing wants of an enormous population? This alone is enough to arouse the apathy, even of an official Chinaman, but when it is regarded as the preliminary merely, to the sequence of an armed expedition to Tien-sin, forty miles up the river, and probably to a descent of Barbarians upon the capital itself,—that Chinese official must possess a superhuman firmness—or a more than asinine stupidity, who will coolly permit the development of such terrible disasters to his prince and to his country.

Trusting that I shall have some thing more definite to relate to you by the next opportunity I remain,

Yours very sincerely,

Y. C.

SHIP. —— *26th April*, 1858.
Nearing the Anchorage off the *Pei-ho*.

Exactly four days after the Pilot left us at the mouth of the *Yang-tze-kiang*, we came to an anchor about one hundred miles to the westward of the *Mia-tao* Straits:—this was last night at ten o'clock. At six this morning we were under way again and are now on the look out, expecting every moment to see some of the larger ships which are known to have preceded us. What news will greet us on arrival must be told hereafter.

A few words now on the navigation up to this point: and little more need be said than that the charts and descriptions of the Macartney Embassy were found to be admirably correct, *as far as the parts visited, and the track passed over, is concerned.*

After having sighted the Promontory of *Shang-tung* the large book of maps and drawings accompanying Sir George Staunton's work enabled us to trace "Cape Macartney," Staunton Island, "Cape Gower," the City of *Teng-choo-too*, &c., without any difficulty; and the soundings recorded seem to be now what they were then without any variation worth mentioning. No doubt other, (perhaps better) tracks exist than those there laid down, and it is to be hoped that the spirit of exploration will not be kept in check by the claims of routine; but, for present and practical purposes, we have to thank the careful navigators of the "Lion" and the "Hindostan," because of the facilities with which their observations have furnished us.

Of all the points of interest which have been passing before our eyes during this coasting trip, the only two objects of "still life" that call for mention are the numbers of Shanghai junks we have passed, all apparently bound to *Tien-tsin*; and the sea-side city of *Teng-tsoo-foo*. There it stands, on the northern coast of the Promontory, poor and picturesque, with its irregular wall, and its small temple on the brow of the cliff; altogether as pretty a subject for a sketch as a painter could desire. No doubt the politicians of the place were busy last night comparing notes as to what might be the meaning of this passing by of foreign ships, all moving towards the *Pei-ho*.

Wednesday night, 28*th April*.

To-morrow morning a steamer is to leave for Shanghai with the mails; so that our entire fleet of eighteen vessels, large and small, is all alive with letter writing; and all, no doubt, telling the same tale as to the progress made here; which is, in substance, this:—

Last Saturday, the 24th, four separate communications from the four Ministers, were sent to the mouth of the *Pei-ho*, where they were received in a boat, (landing not being permitted), by a mandarin. These communications were said to contain a request that, within six days a Commissioner might be sent to meet the Ambassadors at *Ta-koo*, a village not far from the entrance to the river, but above the forts that stand on either side. While waiting for an answer, during the last three days, various have been the surmises as to what might be the likelihood of a skirmish when the Gun-boats should pass the forts; but to-day answers have been received announcing that a High Commissioner—no less than the Governor-General of the Province of *Chih-le* himself—has been appointed, and will meet the Ambassadors at the time and place indicated by them.

This certainly looks like the *beginning* of a pacific negotiation, unless a deep-laid scheme of treachery is to be suspected; which is hardly reasonable. A few days however will settle this point, and the Allies are evidently prepared for either events. Boats are out incessantly going from ship to ship, or sounding on the Bar; Gun-boats are darting to and fro like black sea-monsters *of an undescribed* genus; and a great amount of telegraphing is going on incessantly—the fishing junks of the Chinese, in the mean time riding to their anchors as usual.

OBSERVER.

(Extract from a letter dated, off the Pei-ho, 28th April, 1858.*)*

The fleet here now consists of nineteen vessels in all, of which 1 is Russian, 3 American, 7 French and the rest English; only 3 of them are sailing ships—a strong contrast to the squadron Admiral Elliot brought up with him in 1840, when the sailing vessels preponderated. They are anchored in a group about § miles from the shore, three or four of the smaller steamers lying near the bar. This bar, at the mouth of the Pei-ho, is a greater protection and defence to the capital of China than its founders probably ever thought of, and might mock the mud forts inside of it as really defending them more than they it. Most of the time we are unable to see the land from the ships, and whenever the wind blows strong from the northward the air is filled with sand or fine dust, which completely obscures the view.

On arrival, we found that the Russian Plenipotentiary had been visited by two officers of the province, but not of very high rank, to whom he had stated the objects in general of the gathering of so many vessels. Two days after our arrival (19th) two messengers came from shore to visit the English and American ministers, and inquire their errand. One was *Chin* 陳 a lieut.-colonel, and the other *Cháng* 張 a major, both belonging to the coast-guard on this station. They were not detained long on either ship, and told only in general terms, that the demands had already been forwarded to Peking.

Nothing was done in an official way till the 24th, when the four ministers severally addressed communications to the Prime Minister Yu at Peking, sending them through the Governor-general, Tán 譚 at Pánting-fú, and asking for a commissioner of equal rank to be sent within six days to Tákú 大沽 to meet them.

However, meanwhile two high officers arrived at that place on Saturday or Sunday morning, to examine and report regarding the assemblage of so many ships off the mouth of the river. These are Tsunglun 宗倫 a Manchu, and superintendent of the granaries at the Capital, and the same officer who was sent to meet Mr. McLane and Sir John Bowring in 1854; and Wú 烏 or Wurguntái 烏爾棍泰, a Manchu, and a Tákiohsz or under Secretary to the Privy Council. They announced their arrival at Tientsin, and stated that they had met the letters addressed to the Governor-general Tán, which were then in the care of Tsien 錢 the treasurer of this province, on their way to him. I believe that no one has replied to this intimation, as there is every reason for inferring that these two dignitaries have not full powers, and the delay of six days has not yet expired, which was given the Court at Peking to send a suitable person. It is plain, however, that the fleet now here has produced some effect there, for first the prefect, then the provincial treasurer, next two Manchus of considerable station about the court, and lastly the Governor-general of the province of Chihlí, all came one after the other down to the mouth of the river.

It is reported to-day that Tán has been designated imperial commissioner with full powers to treat with the foreigners, and to-morrow the Russian plenipotentiary is to meet him on shore. We are always desirous to guess what the result of an attempt, or system of operations, will be, and to hazard a prediction of the end while we are just at the beginning. The progress of the present visit of the ministers of the Treaty Powers near the Capital of China thus far is by no means discouraging; for if it be possible to prevent bloodshed among these natives, who certainly have done nothing themselves to bring down vengeance on their heads, and yet attain the objects we all now seek, no one will regret reasonable delay. Hitherto, however, no decisive step has been taken by either party, sufficient to show whether we can expect hostilities or hope for peace.

No provisions to speak of have been brought off to any of the ships, and no means have been taken to procure any, but if negotiations commence, the fleet will probably be well supplied, as there is said to be no want of comon articles on shore. Rice is now selling at about four taels per pecul by retail, and since the first ship anchored here on the 14th, a very large fleet of junks has gone up to Tientsin. The English have taken several of the small craft to put their extra coal in, buying their cargoes and hiring the boats, but it is not unlikely that this proceeding has been reported on shore as a capture, and caused some irritation. Perhaps the owners of the junks have been afraid to be seen, lest their authorities should punish them as traitors.

(The following extracts are from a letter dated, off the Pei-ho, April 29th, 1858.*)*

ON the 17th instant, the day of our arrival here, we had the *Furious*, *Pique*, *Cormorant*, *Slaney*, *Mississippi*, and the *America*, lying at various distances from the shore, the last, the Russian steamer, the nearest of all. From our anchorage, only a strip of land could be dimly seen, and in clear weather it is hardly more distinct. During that forenoon the horizon was obscured by a thick fog, while the zenith was clear. Late in the afternoon a gust came down from the north, bringing with it a cloud of impalpable sand, which settled over the ships and gradually penetrated through the doors into the cabins, covering every thing with the dust. A slight dash of rain on deck made it smell just as a street does when sprinkled by water carts—that aluminous earthy smell so unpleasantly known. The sun shining through this atmosphere appeared red and lurid, as I remember to have seen it during a high wind in Egypt. On this coast these sandy fogs are common when the wind is from the north.

No communication had been held with officers on shore, except by the Russian minister, who had sent off a messenger and had received some provisions, only a small supply. Large numbers of people had collected near the mouth of the river and the forts there were gaily adorned with banners, many guns lying on the beach. The Chinese boats were passing out and in, some of them doubtless carrying grain and other produce. Three or four, laden with pulse, had been hired by the English and the cargo purchased and thrown overboard. They were wanted to hold extra coal. This latter class of boats must, I think, have come across from Liautung on the east coast of the gulf.

Early the next day we had a fine view of the four forts at the mouth of the Pei-ho—the morning sun rendering them very distinct against the horizon. Few flags were seen compared with the previous day, nor were any troops visible; but when I tell you we were over six miles off, it will not seem very surprising that we could not learn many statistics of this sort.

On Monday, (the 19th,) a boat that had been towed up from Shanghai was dispatched, with a party of men in her, to the mouth of the river, to make observations and to get some provisions. Meantime two military officers came off to the fleet, recognized as having been on board the ships here in 1854. One was *Chin*, a yú-fú of Tientsin prefecture, the other was *Cháng*, a shau-fú of the same: the first wore a blue button, and ranks about as high as a lieut.-colonel; the second wore a crystal knob and ranks as high as major. They stayed on board the *Mississippi* an hour, and then went off to the *Furious*, where their boat remained alongside only a short time. In neither case did they see the plenipotentiaries. Poor fellows, they feel that they are in a bad position, for the responsibility rests with them to drive all these ships away from the coast, and if any subsequent evils come upon the country, through their remissness, they will be visited for it with disgrace, if with nothing worse.

In the afternoon we had a fresh land breeze, and again the sky began to be darkened with sand, and the barometer fell to 29.72, which off Macao would have foretokened a storm, but here merely indicated a dry westerly wind. * * * The rise and fall of the barometer here is remarkable, the mercury going down towards afternoon and rising towards morning. The wind blows incontinently from all quarters, now lulling and then swelling into gusts in the most capricious manner; so that in many respects we have come to a lawless, outlandish part of the world.

Next day about noon the Shanghai boat returned from the mouth of the river, where she had remained all night immediately under the forts; the tide and wind were against her, and the party on board had rather a rough night of it, not being prepared for a bivouac. The notice of our arrival and intentions was delivered to an officer, who was brought down to the beach over the mud on men's shoulders, and took the paper, promising to return an answer in the morning. None was brought however, nor did any boat come off with provisions. The forts had a considerable number of men in them, but apparently not an extra garrison. On the beach the guns were trained so as to fire on any vessel entering the river, and men were at work erecting a new fort, which, like the old ones, seemed to be made of the purest mud, but this perhaps might be found to be mixed with some stone or timber.

The channel was found to be shallow, indeed, only five feet on the bar, which at low water was dry on both sides of it, leaving less than half a mile passage. This shallow water is a better defence to Peking than all the forts and troops in the country, and will prove a great obstacle in the way of future trade with Tientsin and the metropolis. It was found that the channel had altered somewhat since the survey made by the *John Hancock* in 1854, but had not deepened at all anywhere.

In the afternoon of Tuesday, the French minister arrived from Shanghai in the *Audacieuse*, with a gun-boat in company.

The calm pleasant morning of the 23d was rendered even more charming by the change from the boisterous weather of Thursday, every body looked happy, and even the gulls chirped more merrily as they flew about us. During the day two civilians, of higher rank than the two military men Chin and Cháng, came off to the Russian steamer; and the French gun-boat went into the river, proceeding up to the forts. Several conferences were held, and notes passed between the four ministers, one and another visiting here and there.

By eight o'clock next morning—Saturday, messengers from the four ministers were on their way for the shore, each with a letter addressed to the governor-general of the province of Chihli, and enclosing another for the prime minister *Yu*, granting the Chinese government time to send out an envoy. The four boats, in which the messengers proceeded, were all towed to the mouth of the river by the *Slaney*, they then rowed into the stream together. As they advanced towards the forts, a large concourse of people, troops and officers, and others, were assembled along the shore—numbering perhaps two thousand persons, most of them drawn together by curiosity. Some tents were erected near the forts, and one of them a large and imposing one, like a marquee, and other things indicated the presence of an officer of some rank, higher than any before seen. The lieut.-colonel Chin, who came off to the ships on Monday, *came down to the wharf to receive the* letters. Both he and those with him expressed such disinclination to have the foreigners come on shore, that the latter agreed to avoid any irritating procedure by handing him the letters from their boats—the low receding tide having interposed a few feet of muddy bank between them, not easily or pleasantly to be passed over. All the letters were received by the Chinese officer, who conversed pleasantly enough with the foreigners. After a few words they all returned out of the river, and on reaching the *Slaney* their boats were towed back to the ships.

It is not known how many junks have passed up into the river, but if the number of vessels which have gone in and out since our arrival is an index of the usual commerce of the river and city, Tientsin must be the entrepôt of a large trade. The junks are of all sizes, some apparently small coasting boats, coming across the gulf from Liáutung, while the largest ones are like those seen in the Canton river for size, and are perhaps grain junks from the south. No obstacles have been yet placed in their way, and though none came off to any ship with provisions, they seem to fear no danger, as in fact there is none yet to fear. Their rulers, however, must apprehend something, for they are throwing up a new mud fort near the others, and are arming the old ones with guns of different sizes, varying from 6 to 42 pounders, many of them of brass. They had better turn these latter to a better use by casting them into cash than trying to defend this river, where they are likely to lose them. In the forts and along the beach there are more than a hundred pieces of artillery.

The French admiral arrived on the 25th, augmenting the number of ships by the addition of the *Némésis* and four small steamers. On that day the Russian minister visited two high Chinese officers, who had reached Tá-kú the day before. One was *Tsung-lun*, a Manchu, a vice-president or shiláng of the Hú Pu or Board of Revenue and styled Superintendent of the grain and granaries at the Capital, and one of the persons *formerly appointed to confer with Mr. McLane* and Sir John Bowring in 1854. The other is named *Wú*, or when read in full *Wúrguntái*, and is a member of the Nui Koh, a tá-hioh-sz', which answers to an under secretary of the cabinet, in western countries. He has not heretofore, I think, appeared in any official relation towards foreigners, and, as he is a Manchu, is likely never to have seen them. They are both officers of the second rank, and when asked for their credentials and powers, seemed to have had nothing of any form answering to such papers with us. Likewise they both seemed to be ignorant of the contents of the letters that had been addressed to the court from the south and acted as if they required to be told *de novo* all that was demanded; much more, they were apparently unable to *settle* any of the questions brought before them.

The *Minnesota* arrived on the 26th, making the seventeenth vessel then in port. During the same day French and English gun-boats passed over the bar; Chin and Cháng came off again, bringing letters from Tsunglun and Wúrguntái, intimating that the four letters delivered into the hands of the said Chin (the previous Saturday) had been already sent by the provincial treasurer, *Tsien Pho*, to the governor-general *Tán* at Pánting fú. * * *

(*P.S.* April 29th).—We have just heard that the governor-general Tán, has been appointed a high commissioner to treat with the foreign ministers here, and we may erelong be able to see what will be the result.

Printed at the NORTH-CHINA HERALD *Office, Shanghai.*